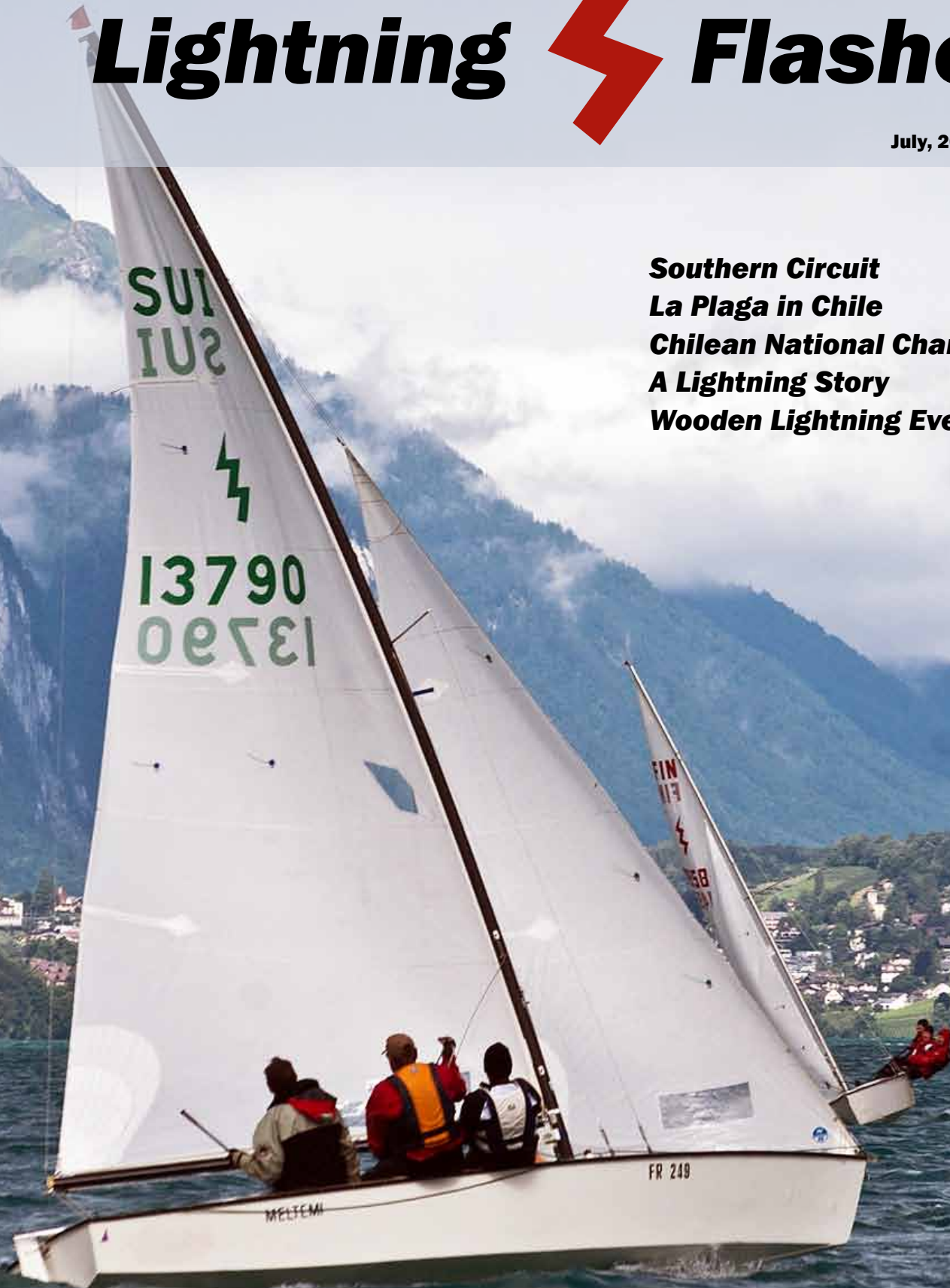


International

Lightning **Flashes**

July, 2012, Volume 72, No. 1

**Southern Circuit
La Plaga in Chile
Chilean National Championship
A Lightning Story
Wooden Lightning Events**



Wyler Team wins the European Championship

2011 Boat Grant Recipient
Caroline Patten sailing 2012
Long John Regatta with Bill
Fastiggi and Suzy Coburn



International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

1528 Big Bass Drive, Tarpon Springs, Florida 34689

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

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2012 European Championships





President's Column

Rob Ruhlman

Where has 2012 gone? It started off with a super Southern Circuit! We had darn near "Chamber of Commerce" weather at all three venues—reat racing, lots of fun with friends, old and new, and while not a record, still a very solid turnout at all three venues with twenty-nine teams competing in the entire Circuit. Many thanks to Terry Hamilton and Jo Ann Fisher for organizing a great event, as well as to all the folks throughout the Circuit who supported them!

Bill Faude did a very nice job summarizing the work the Southern Circuit Review Committee, along with what our future options might look like. Upon review of the Committee's recommendation and additional comments from the membership, the Executive Committee is proposing a one-year change/trial for the Southern Circuit in 2014. Details of this proposal can be found on page 7. This proposal, along with the slate for 2012/2013, will be voted on at the Annual Meeting in Houston. Please review this proposal and relay and additional comments to your Fleet Captain. There will be no change to the current format in 2013, and I am thrilled to report that includes our Southern Circuit Co-chairs, Terry and Jo Ann!

The Governing Board will have a few items to vote on as well in Houston. The first will revisit our allocation of areas, and the second is a temporary amendment to remove the 50% rule regarding country participation at the 2013 Worlds in Numana, Italy. For full details on these items, please see page 5-6.

I hope you are all enjoying some sailing this summer. The European Championship wrapped up on July 1, and there are some wonderful pictures from the event located on page 31. Congratulations to the Wyler Team for capturing another Championship!

The next few weeks will be a flurry of Lightning activity. The Youth World Championship begins on July 24. Seventeen youth teams representing nine countries will be heading to Tuusulanjärvi, Finland, to compete and meet other Lightning sailors from around the World. I want to thank David Starck, VP Youth Worlds, and Erik Hartman, Regatta organizer, for the 2012 Youth Worlds in Finland for their efforts. These teams are the future of our Class and we wish them all the best of luck.

The Atlantic Coast Championship runs from July 28-29 in Atlantic Highlands, New Jersey. The North American Championships begin just after that in Houston from July 31 through August 10. Ian Edwards, Clarke Newman, Jack Yoes, Paul Francis and the entire crew at Houston Yacht Club have gone above and beyond to make this event extra special. Thank you! For those of us in the US, remember this is the qualifier for the 2013 Worlds in Numana, Italy. The Wooden Boat Get Together will be taking place at the same time as the North Americans on August 4-5 at the Onondaga Yacht Club in Syracuse, New York. I look forward to hearing who takes this year's title of Best Restoration!

Please remember to make sure your dues are current and maybe even gift a couple of crew memberships! The pleasure that comes from racing on all levels or simply enjoying the day sailing pleasures of our beloved square boat come from the strength, longevity and vibrancy of our Class and does take financial as well as personal support.

I hope your sailing plans are coming along smoothly, and I look forward to seeing you all soon. I look forward to seeing many of you in Houston.

Cheers!

Official Notices

The next meeting of the Governing Board of the International Lightning Class Association will be held Sunday, August 5, 2012, at 9:00 AM in the Houston Yacht Club at the North American Championship Regatta.

A series of amendments have been proposed for vote during the August, 2012, meetings. These items will be discussed and voted on during the Governing Board meeting, August 5, 2012, at 9 AM, at the Houston Yacht Club.

Amendment 1 is a proposed permanent change to the Document Governing All Sanctioned Lightning Class Championships specific to the Articles Governing All Lightning Class World Championships. This amendment was initially introduced at the March 2012 Governing Board Meeting, but was tabled for further revisions. This amendment is in response to our world wide growth in areas that have not been recognized in our rules. It will allow for Counties with active Lightning activity such as Australia and Nigeria to officially qualify for the World Championships.

Proposed Amendments are designated in **red**. Items that are deleted are noted with a **strike-through**.

Document Governing All Sanctioned Lightning Class Championships **ARTICLES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS**

ARTICLE IV — TIME AND PLACE

1. The World Championship shall be held in a different major geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in ~~an~~ **a Major** Area which has not held it for the greatest length of time. **The EC may accept an at large bid from other areas providing the bid is proposed more than three years in advance.**
- ~~1.~~2. **Geographical areas are as defined by ISAF: Africa; Asia; Oceania; Europe; North America (including Grenada, Bermuda and the Islands of the Caribbean but excluding Central America) and the Islands of the Caribbean; and Central and South America. ILCA policy adds the following further sub divisions of Mexico, Central America, and South America. ILCA Continental Championships and Games may group together North America, Mexico, Central America, and South America per the event NOR. The ILCA includes Mexico in North America for the North American Championship and for the World's quotas.**
- ~~2.~~3. Major geographical Areas **as recognized by the ILCA** shall be North America, South America, and Europe. The Governing Board shall review these groupings at least each two years immediately following the World Championship and take such steps to revise this article as may be indicated by an increase or decrease in Lightning Class activity in all the areas of the World.
- ~~3.~~4. The exact time and location of the next World Championship shall be determined by the Executive Committee and shall be announced at least one year in advance of the date set.
- ~~4.~~5. The World Championship shall be held within the calendar year in the odd-numbered years.

ARTICLE V — ENTRIES

1. Qualifying races shall be conducted in accordance with these articles. From any area, the competitor having the best score among those eligible, willing, and able to represent

the area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the area is entitled. An area shall always be entitled to at least one entry.

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

- 1.1 Each major geographical area shall be entitled to seventeen (17) boats, except North America twenty-two (2022); **Asia, Africa, and Oceania together shall have (6)** selected in accordance with Paragraph 2 of this article.

2. INITIAL SELECTION

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

- 2.4 **Each Country shall be entitled to at least two entries.**

Amendment 2 is a 1-year proposed amendment also to the Document Governing All Sanctioned Lightning Class Championships specific to the Articles Governing All Lightning Class World Championships. This temporary amendment is specific to the 2013 World Championship in Numana, Italy. Based on the participation over past World Championships and the economic conditions in some Countries the Executive Committee feels that this temporary amendment will aid in a successful event in Italy.

Document Governing All Sanctioned Lightning Class Championships

ARTICLES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

ARTICLE V — ENTRIES

- 3.3—~~The Class Office when filling slots shall not create a situation where one Country has more than 50 % of the entered boats.~~

Please review the proposals and if you have any comments please share them with your District Commodore or a member of the Governing Board or Executive Committee. Ballots will be distributed to all Governing Board Members for the proposed amendments. If you are a District Commodore or Governing Board Member and have not received your ballot, please contact the Class Office at (727) 942-7969 or via email at office@lightningclass.org

Reminder** Governing Board Members, written reports are now being collected in preparation for the Governing Board meeting.

2013 marks the ILCA's 75th Anniversary!

In preparation for our 75th Anniversary, we are looking to gather your stories and photos that will help us celebrate our 75 years of sailing!

We are looking for stories that describe what the Lightning Class means to you and your family or photos that show the make-up of our Class. These items can be as long or as short as you would like. They could also be in the form of a poem or a drawing. They may be used in the yearbook, Flashes, monthly e-Blasts or on the website. Please contact the Class Office if you have any questions or would like to submit a bit of history.

The **Annual Meeting** of the International Lightning Class Association will be held **Tuesday, August 7, 2012, at 9:00 AM in the Houston Yacht Club** during the North American Championship Regatta.

The Nominating Committee will present the slate for the 2012/2013 year. In addition, the Executive Committee is presenting a proposal for changes to the Southern Circuit format for a one-year trial, effective 2014. Please review the proposed Southern Circuit change and the 2012/2013 slate.

Southern Circuit Proposal

After consideration of the Southern Circuit Review Committee's recommendation the Executive Committee proposes the following, one-year change for the Southern Circuit in 2014: A two-venue circuit will be held with racing scheduled for Sunday, Monday and Tuesday at the first venue and Thursday, Friday, Saturday at the second venue. The two venues will be the Coral Reef Yacht Club in Miami and the St. Petersburg Yacht Club in St. Petersburg, Florida. The dates will most likely be March 16-22, 2014.

Proposed Slate for 2012/2013 as recommended by the Nominating Committee:

Office	Name	District
President	Mr. John Faus Central	Atlantic
Chief Measurer	Mr. Bill P Clausen III	Central Atlantic
Secretary	Ms. Debbie Probst	Lake Erie
Treasurer	Mr. Victor A. Lobos	Chile
Executive/Committee Member	Elected by Governing Board in September	
VP Assistant Measurer	Mr. Nelson S. Schmitt	Brazil
VP Assistant Measurer	Mr. James G. Carson	Central Atlantic
VP Assistant Measurer	Mr. Glenn E. Reitingier	Central Atlantic
VP Assistant Measurer	Mr. Joe Buczkowski Jr.	Dixie
VP Assistant Measurer	Mr. Ryan Ruhlman	Ohio
VP Classic Boats	Mr. Robert Astrove	Dixie
VP ISAF Liason	Mr. David Sprague	Lake Erie
VP NA Championships	Mr. Josh Goldman	CT/RI
VP Rules & Regulations	Mr. Darryl Waskow	Central Atlantic
VP Advisory Committee	Mr. Robert Ruhlman	Ohio
VP Marketing/Promotion	Mr. William G. Faude	Midwest
VP Marketing/Promotion	Mr. Brian Hayes Sr.	CT/RI
VP International Logistics	Mr. Mark Schneider	Central Atlantic
VP Promotion-International	Mr. Ian F. Edwards	Australia
VP Technical	Mr. Thomas Allen IV	Lake Erie
VP Area Championships	Mr. Steven H. Davis	US@Large
VP World Championship Regattas	Mr. David Starck	Lake Erie
VP PanAms	VACANT	VACANT
VP Special Projects	Mr. William G. Brown IV	Central Atlantic
VP Special Projects	Mr. Julian Calvin	Nigeria
VP Special Projects	Mr. Justin Coplan	Metropolitan
VP Special Projects	Mr. William J. Fastiggi	New England
VP Special Projects	Dr. Clarke D. Newman	Texas
VP Special Projects	Mr. George Sipel	Michigan
VP Special Projects	Mr. James P. Taylor	Ohio

VP Special Projects
 VP Special Projects
 VP Special Projects
 VP Argentina
 VP Brazil
 VP Canada
 VP Canada
 VP Chile
 VP Colombia
 VP Ecuador
 VP Finland
 VP Greece
 VP Italy
 VP Switzerland

Mr. Todd Wake
 VACANT
 VACANT
 VACANT
 Mr. John Stuart Bennett
 Mr. Richard M Walsh
 Mrs. Valerie Holly-Tardif
 Mr. Victor A Lobos
 VACANT
 Mr. Paco Sola Tanca
 Mr. Lauri Hemming
 Mr. George Andreadis
 VACANT
 VACANT

Midwest
 VACANT
 VACANT
 Argentina
 Brazil
 Central Canada
 St Lawrence Valley
 Chile
 Colombia
 Ecuador
 Finland
 Greece
 Italy
 Switzerland

Ballots were e-mailed to Fleet Captains. If you are a Fleet Captain and have not received a ballot, please contact the Class Secretary, Laura Jeffers, at office@lightningclass.org or by phone at (727) 942-7969. Please note that all dues must be current in order to record a Fleet Captain's vote.

If a Fleet wishes to send in a written report or comments, please submit them via email to the Class Secretary by July 31.



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North Americans **1st**
Central Atlantics **1st**
Great Lakes **1st**
Copa Salinas **1st**
Juby Wynne **1st**
Long John **1st**
Wild Oyster **1st**
Bluenose **1st**
Cedar Point **1st**
So. Circuit Overall **1st**
So. Circuit St. Pete **1st**
So. Circuit Miami **1st**
So. Circuit Savannah **1st**



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Minutes of the 2012 Midwinter Governing Board Meeting International Lightning Class Association

March 15, 2012 – St Petersburg Yacht Club

Call to Order

The Governing Board Meeting was called to order by President Rob Ruhlman at 9:25 AM

Roll Call by Secretary John Faus. In Attendance: John Faus, Rob Ruhlman, Bill Clausen, Victor Lobos, Ryan Ruhlman, Brian Hayes, James Taylor, Debbie Probst, Ian Edwards, Todd Wake, Jo Ann Jones, David Starck, Bill Faude, Valerie Holly-Tardif, Larry Frost, Mark Schneider, Tom Allen Jr. With proxy ballots received or designated, quorum achieved.

Reading of the Minutes from the Last Meeting

Bill Clausen made a motion to dispense with reading of the minutes, seconded by Todd Wake, and unanimously approved.

Reports of Officers

President's Report – Rob Ruhlman

President Ruhlman started off by thanking Jo Ann Jones and Terry Hamilton, our Southern Circuit Co-Chairs, for organizing a successful Southern Circuit. This year we had forty-six boats in Savannah and forty in Miami. It is projected to be about fifty-five here in St Pete. Twenty-eight boats are sailing in all three events.

Treasurers Report – Victor Lobos/John Faus

Treasurer Lobos and Secretary Faus gave an overview of the 2011 year-end financials. North and South American dues were down from 2010 figures. Europe was up over 100% from 2010, and that is a result of the Finnish Lightning Association and their refocus on the Class with hosting the Youth Worlds this year and their Fleet 328 celebrating their 50th Anniversary.

Flashes Advertising was down. Class merchandise and sail royalties were up for the year. Expenses for the most part were all held lower than 2010. Communication expenses, regatta expenses and the Yearbook (two books printed in 2011) line items all saw a slight increase from 2010.

Faus reported that he attended the US Sailing Symposium and that the Class is financially stable compared to other Classes. Currently for 2012 we are continuing to trend slightly down. Please remember to encourage your Fleet members to renew their dues. Discussion ensued regarding paper billing, the online renewal process and the possibility of automatic membership renewals. There was also discussion regarding a VP of Special Projects possibly assisting with the annual membership campaign. The 2012 budget was deferred to the evening's Winter Meeting.

Chief Measurers Report – Bill Clausen (submitted written report)

I would like to thank both the competitors and the measurement teams for an excellent job of measurement at North Cape (North Americans) and Buzios Brazil (Worlds). Some good news is that the new digital scale has been recertified and tested to be accurate to within a pound or two! I am recommending we use a simplified measurement sheet at Houston for the North American Championships. It is similar to the one used last year at North Cape. (Example Attached - Measurement Control Sheet #1). I would like to ask sail makers and boat owners when they order or make a new spinnaker to get numbers that really contrast with the color panel in the sail. Black numbers on a dark blue sail and white numbers on a yellow sail are very difficult for a Race Committee to read at a downwind finish. Thanks. I will have the Class scale available tomorrow and Saturday if you would like to have your boat's weight checked. In addition to Clausen's written report, he thanked Mark Schneider for calibrating the Class scale.

Secretaries Report – John Faus

John Faus had nothing additional to report.

Vice Presidents and Committee Reports

VP Worlds – David Starck reported that we are in good shape with the organizers for the Youth Worlds in Finland this summer. It is looking like we will have eight to ten countries participate. It is important to have good representation at this event, and Darryl Waskow will be attending as Chief Judge. He has been assisting as the ILCA liaison representative. Starck continued to report on the 2013 Worlds in Italy. It is looking like we will have good representation from the US Sailors. There is also talk of four boats from Brazil making the trip to Italy. More information about Numana will be posted soon to help people plan for the trip. Discussion ensued regarding the possibility of shipping boats out of Charleston, South Carolina or Jacksonville, Florida, immediately following the Southern Circuit. Starck thanked Mark Schneider for his continued support with the international shipment of boats.

North American's Report - Ian Edwards reported that planning is coming along well. Starts will most likely be scheduled for 12:30 PM when the sea breeze fills in. It will allow competitors to sail hard and have a great time. There are many different housing options. Please check the regatta website. He encouraged double stacking boats from your home clubs. Discussion ensued regarding ideas to promote the event.

Brian Hayes reported that planning for the 2013 NAs is really in great shape. The website is up, www.2013nas.com, and the goal is ninety-five boats. The committee is trying to stick to a \$350 entry fee that includes everything. They have developed three different budgets based upon different sponsorship proposals. They have already begun working with the Double-tree for a hotel deal. Nyack Boat Club is very excited to be hosting the Women's, Juniors' and Masters'. Discussion ensued regarding the awards banquet during the NAs had to be a formal event, or that that type of event could be held during a week night. The dates for 2013 were discussed and were confirmed for August 13–17 for the WJMs and August 17–23 for the Championship Divisions.

Secretary Faus reported that two bids have been received to date to host the 2014 NAs. All bids are due by August 1, 2012.

Lightning Labs –Todd Wake reported that we had great results from last year. He is working on this year's schedule.

Boat Grant – Boat Grant committee member Bill Faude reported that he enjoys working on this committee. They are well organized, and it is a pleasure to work with this group. This year we received great applications. Two teams have been chosen, and they will be announced by Allen Terhune during the Winter Meeting. The selection process is well refined. Next year we could use more applicants.

Southern Circuit - Jo Ann Fisher, thanked committee co-chair, Terry Hamilton for really helping to organize and plan the Southern Circuit. She has brought many new ideas to the event. Thank you to everyone that participated.

Additional Written Reports:

Classic Boats Report - Robert Astrove, VP Classic Boats

While last year we expanded our schedule from one to three events for wooden Lightnings, our turnouts were disappointing. We are regrouping and working harder on participation this year.

We are already engaged in planning and promoting an event put on by Wooden Boat Magazine in Rock Hall, Maryland, in May. We will have our annual Wooden Lightning Get Together in Syracuse the first weekend in August, and this year we are going to try to get a Woody fleet together for the Philadelphia Cup at the end of September. I'm sure we will again have multiple woodies participating at Delta Lake's (Central New York) regatta in August. And we are in the early stages of seeing if we can get some activity started in the Midwest this year or next.

On the organizational front, we have been working with Laura and have recently updated and combined our various email lists, now with over 700 emails of people who currently own, owned, or have expressed interest in a classic Lightning. The Classic Lightning Fleet and its regatta participation is a small part of the equation. I can tell you I've never had so many people contact me who are looking at boats to buy; including three initial contacts this week alone. Activity on our internet discussion board has also accelerated, indicating there is a healthy level of restoration activity underway.

Charters Ratified or Revoked

Secretary Faus announced that we have one application for a new Fleet. The first is in Guaratuba, Brazil, Fleet 524 "Guará." Diego Zagonel de Camargo Mello is the Fleet Captain, and Guaratuba is scheduled to host the Brazilian National Championship in September, 2012. They have seven registered skipper members. Bill Faude moved to ratify the charter. Todd Wake seconded, all approved.

Ratifications of Executive Committee Rulings

President Ruhlman reported that the Executive Committee has set the NA Ratio at 1:1. He reports that the Executive Committee wanted to encourage participation in Houston. Todd Wake made a motion to ratify the ruling, and Ian Edwards seconded, all approved.

Unfinished Business

Secretary Faus began by reviewing the proposed revision to the Rules Governing All Lightning Class Sanctioned Championships with respect to the rewording of our Area definitions. The main purpose of this amendment is to incorporate countries with active Lightning participation, such as Australia and Nigeria into our Area allocations. The proposal is consistent with ISAF's Area definitions. While the intent of the proposal was agreed upon, the wording was still not to the liking of the Governing Board. Todd Wake made a motion to table the vote and work further on the proper wording. Bill Faude seconded, all were in favor of revisiting this motion in August.

New Business

Proposed Amendments

Secretary Faus introduced and an amendment to the Document Governing All Sanctioned Lightning Class Championships, specifically to the Articles which apply to the North American Championship. It is proposed to replace the word "Shall" with the word "May" in Article XI, section (e). This rewording will allow bids for the North American Championships to be received with or without provisions for the Women's, Masters' and Juniors' Championships. This will allow for separate bids to be considered for the WMJs or NA Championships in the future if it is needed. Bill Faude made a motion to accept and Todd Wake seconded. All approved.

Secretary Faus continued and introduced a resolution to Change the ILCA Rules Governing Area Championships, Article XIII, submitted by the Texas District Commodore, Clarke Newman. This resolution was presented to take effect on April 1, 2012, and shall expire on March 31, 2013, at which time, the original language shall, again, be in force. The resolution states that "All competitors entitled to enter the North American Championships shall be divided into two Divisions—the Championship Division and the President's Cup Division—based upon the results of a Qualifying Series. However, if the number of competitors in a North American Championship Regatta is sixty-nine (69) or fewer, then the Qualifying Series shall not be sailed, and all competitors shall compete in the Championship Division." ([Full Wording of the Resolution - Link](#)) Discussion ensued. David Starck made a motion to accept the resolution as submitted and Bill Clausen seconded, approved.

Southern Circuit Review Committee

Bill Faude, Chair of the Southern Circuit Review Committee, stated that back in July of 2011 President Ruhlman requested that a committee be formed to review Southern Circuit (SC) to increase its perceived value and subsequent participation. The Committee began by surveying the ILCA membership and held interviews with current and potential host clubs. [Conclusions from the survey](#) indicate that adjusting the current format will result in more participation and defend against defection. Two venues would be most preferred and would possibly equate to less expense. A schedule adjustment is also warranted which could also possibly equate to more racing per day per dollar spent. Our relationship with all current clubs is very strong, and they are willing to continue hosting us, with or without changes to the current schedule.

The Committee recommends implementing a revised schedule for 2013, one that will reduce the duration to nine days from current eleven (five business days, two weekends). It also recommends revising the current format by moving to two venues. The Committee suggests continuing to attend all current venues within the first two years and to institute a dependable rotation. It proposes to begin to include Pensacola Yacht Club as a new venue in 2015 and to continue to identify other potential venues, and, furthermore, to schedule a two-venue circuit that includes at least one of the current three venues for the foreseeable future. Discussion ensued. Ruhlman asked Faude to present the results at the Winter Meeting this evening.

Publications

With the approval of the Executive Committee, Secretary Jeffers announced that the front portion of the Yearbook will begin to be scaled back to allow for a more timely release of the yearbook in the first quarter of each year. These feature articles/interest stories that will now be featured in the Flashes newsletter. Flashes will move to three full issues, one in the second, third and fourth quarters. Flash Blasts will be e-mailed weekly or as updates accumulate. The three yearly issues of Flashes will be available in print and distributed to those that would like to purchase this additional option. Otherwise, it will continue to be e-mailed to all members at no cost. This new format will allow Flashes to become more of a feature type publication and regular regatta results can be found on the ILCA website.

Bill Clausen made a motion to adjourn this meeting of the Governing Board. It was seconded by Larry Frost.

President Rob Ruhlman expressed his thanks to all who attended for their support and contributions to the discussions.

2013 Yearbook Report Deadline!

All Fleet and District reports recapping events from 2012 are due by December 17, 2012. Please remember that photos for the yearbook need to be a minimum of 300 dpi in order for them to be printable. Please submit articles and photos to the class office.

Publication Deadlines:

Flashes-September 3, 2012

2013 Yearbook-December 17, 2012

Flashes-November 5, 2012

2013 deadlines will be printed in the September, 2012, issue.

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Minutes of the 2012 Midwinter General Meeting – International Lightning Class Association

March 15, 2012 – St Petersburg Yacht Club

Call to Order

President Rob Ruhlman called the meeting to order at 6:09 PM.

Roll Call of the Fleets

Secretary John Faus called the roll. Fleets in attendance: 1, 5, 6, 12, 34, 35, 36, 42, 43, 54, 62, 69, 71, 75, 77, 109, 126, 145, 173, 187, 228, 253, 303, 329, 335, 348, 429, 435, 488, 514, 516, 519, 521

Proxies Held for: 9, 11, 23, 31, 35, 36, 54, 85, 90, 110, 126, 129, 164, 166, 179, 189, 192, 198, 215, 216, 226, 252, 257, 262, 273, 274, 301, 302, 314, 326, 332, 338, 371, 372, 388, 442, 491, 493, 506, 509, 512, 522; Quorum Achieved.

Minutes from the Last Meeting

Todd Wake made a motion to dispense with reading of the minutes. The motion was seconded by Ryan Ruhlman, and unanimously approved.

Reports of Officers

President's Report – Rob Ruhlman

President Ruhlman began by thanking our Southern Circuit Co-Chairs, Terry Hamilton and Jo Ann Fisher, for organizing these wonderful events. Ruhlman continued by summarizing the status of the amendments that were proposed earlier in the day during the Governing Board meeting. The proposal to amend the Document Governing All Sanctioned Lightning Class Championships, Article XI, specific to the North American Championships was passed. The Class now has the option to receive separate bids for the Women's Juniors', Masters' and NA Championships and the regular North American Championships. A resolution proposed by the Texas District regarding the qualifying series was also passed. This is a temporary resolution that will take effect April 1 and will be in effect for the NAs in Houston. The major point is if there are sixty-nine (69) or less competitors, there will not be a qualifying series; all sailors will sail in one fleet, and the regatta will become a ten-race series. Finally, the proposed re-wording of our recognized Areas was tabled for further development and will be up for vote again at the next meeting in August. Ruhlman continued and announced that John Faus was stepping down from the ILCA Fund Committee. Per the ILCA Fund Provision, Ruhlman appointed Steve Davis as a new member of that committee. The North American's ratio has been set to 1:1 for the NAs in Houston.

Treasurers Report – Victor Lobos/John Faus

Treasurer Lobos and Secretary Faus gave an overview of the 2011 year-end financials. North and South American dues were down from 2010 figures. Europe was up over 100% from 2010, and that is a result of the Finnish Lightning Association and their re-focus on the Class with hosting the Youth Worlds this year. Flashes Advertising was down. Class merchandise and sail royalties were up for the year. Expenses for the most part were all held lower than 2010. Communication Expenses, Regatta Expenses and the Yearbook (two books printed in 2011) line items all saw a slight increase from 2010. Income was down, but we kept expenses down as well and ended up with a Net Income of \$5,979.07. Faus reported that he attended the US Sailing Symposium and that the Class is financially stable compared to other Classes. Currently, for 2012, we are about 20% down compared to last year's numbers. Please remember to encourage your Fleet members to renew their dues. The 2012 Budget was presented, and it includes the return of paper Flashes. A motion was made by Brian Hayes to approve the 2012 Budget as presented, Bill Clausen seconded, and all approved.

Chief Measurer's report – Bill Clausen

Chief Measurer Clausen thanked Mark Schneider for having the scale recalibrated. In hoping to streamline the measurement process at certain regattas, he is recommending the use of a one-page measurement control sheet. Clausen is also asking competitors and sail makers to abide by Class rules and to make sure the numbers on a spinnaker are of a contrasting color to the spinnaker color.

Secretary's Report – John Faus

Secretary Faus announced that a new Brazilian Fleet, #524, was ratified earlier today at the Governing Board meeting. The Guar Fleet is scheduled to host the Brazilian National Championship in September 2012.

Vice Presidents and Committee Reports

Boat Grant – Allen Terhune reported that two teams have been selected for 2012. The first is James Simmons from the southern New England area, and he will sail out of the Niantic area. Chris Vann will be Team Simmons mentor. The second team is headed by Taylor Braun from Susquehanna Yacht Club in Pennsylvania, and Carol Park will be mentoring that team. The applications were strong this year, but we are looking for more applications to come in. The committee is looking for donations, sails, covers and, as always, cash to help pay regatta expenses. We would like to thank Debbie Probst for her past two years on this committee. Please continue to spread the word about this program.

VP Worlds - David Starck reported that we are in good shape with the organizers for the Youth Worlds in Finland this summer. It is looking like we will have eight to ten countries participating. It is important to have good representation at this event, and Darryl Waskow will be attending as Chief Judge. He has been assisting as the ILCA liaison representative.

Starck continued to report on the 2013 Worlds in Italy. It is looking like we will have good representation from the US Sailors. The Houston NAs are the US qualifier. We are looking into various shipping options, and the boats should be back before the 2013 NAs in Cedar Point. The Buffalo Canoe Club is looking forward to hosting the 2014 Youth Worlds and 2015 World Championships. The 2015 Worlds will most likely take place the end of June, beginning of July.

North American Championships Clarke Newman began by encouraging the membership to attend. There will be no long tows out to the race course; racing is scheduled to begin each day around 12:30 PM. That will leave the mornings to conduct clinics or prepare your boat. There is plenty of launching facilities, and it is a very family-friendly area. There are lots of housing options. Please check the regatta website.

Josh Goldman reported on the 2013 NAs that will be held the third week of August at Cedar Point Yacht Club. The committee is shooting for one hundred boats. There will be housing available, and there is a lot to do in the area, i.e., minor league base ball, etc. The CT/RI District is really looking forward to hosting the event.

Southern Circuit Terry Hamilton began by stating we had forty-six (46) boats in Savannah, forty (40) in Miami and here in St Pete. Twenty-eight (28) boats are sailing in all three events. We would like to thank our Circuit sponsors North Sails, Annapolis Performance Sailing, Gianni Cuccio and JCD Custom Race Parts, Dave Dellenbaugh's Speed & Smarts, Dieball Sailing and US Sailing. We would also like to thank the Savannah Yacht Club, the Coral Reef Yacht Club and the St. Petersburg Yacht Club for hosting our events. Finally, thank you all for coming and participating in our games and activities.

Southern Circuit Review Committee – Bill Faude, chair of the Southern Circuit Review Committee, stated that back in July of 2011 President Ruhlman requested that a committee be formed to review the Southern Circuit (SC) to increase its perceived value and subsequent participation. The Committee began by surveying the ILCA Membership and held interviews

with current and potential host clubs. [Conclusions from the survey](#) show that adjusting the current format will result in more participation and defend against defection. Two venues would be most preferred and would possibly equate to less expense. A schedule adjustment is also warranted, which could also possibly equate to more racing per day per dollar spent. Our relationship with all current clubs is very strong, and they are willing to continue hosting us, with or without changes to the current schedule. Faude noted that the full unedited survey results will be posted on the ILCA Website.

The Committee recommends implementing a revised schedule for 2013, one that will reduce the duration to nine days from current eleven (five business days, two weekends). It also recommends revising the current format by moving to two venues. The Committee suggests continuing to attend all current venues within the first two years and to institute a dependable rotation. It proposes to begin to include Pensacola Yacht Club as a new venue in 2015 and to continue to identify other potential venues, and, furthermore, to schedule a two-venue Circuit that includes at least one of the current three venues for the foreseeable future. Faude thanked the Committee members, Jody Starck, Bill Cabrall, Ryan Ruhlman, Mark Schneider, Jo Ann Fisher, Terry Hamilton and Secretary Jeffers. He opened the floor to questions. Discussion ensued. President Ruhlman stated that no changes were being considered for 2013. The Executive Committee will take the Committee's recommendation under advisement and will gather further comments upon the publishing of these findings. Please share any additional comments with your District Commodore or any member of the Executive Committee. If any changes are going to be proposed, we would like to address this issue at the August 2012 meetings.

Lightning Labs Todd Wake reported that we had great results from last year. He thanked Nick Turney for his support of the program and noted that he is becoming very sought after. Labs are available for this year. Please contact Todd to make arrangements.

Secretary Jeffers announced that additional written reports were printed on the back side of the agendas that were handed out. They are noted below:

Classic Boats Report - Robert Astrove, VP Classic Boats

Last year we expanded our schedule from one to three events for wooden Lightnings, and our turnouts were disappointing. We are regrouping and working harder on participation this year. We are already engaged in planning and promoting an event put on by Wooden Boat Magazine in Rock Hall, Maryland, in May. We will have our annual Wooden Lightning Get Together in Syracuse the first weekend in August, and this year we are going to try to get a Woody fleet together for the Philadelphia Cup at the end of September. I'm sure we will again have multiple woodies participating at Delta Lake's (Central NY) regatta in August. And we are in the early stages of seeing if we can get some activity started in the Midwest this year or next.

On the organizational front, we have been working with Laura and have recently updated and combined our various email lists, now with over 700 emails of people who currently own, owned, or have expressed interest in a classic Lightning. The classic Lightning fleet and its regatta participation is a small part of the equation. I can tell you I've never had so many people contact me who are looking at boats to buy—three initial contacts this week alone. Activity on our internet discussion board has also accelerated, indicating there is a healthy level of restoration activity underway.

Unfinished Business

Secretary Faus reviewed the proposed revision to the Constitution, Article XVIII - Amendments, as posted on the ILCA website and mailed to members. The main purpose of these revisions is to condense the amount of notice for all proposed amendments before a scheduled meeting. With current technology, communication is more immediate to our members and, therefore, sixty days is no longer needed to get notification out to the membership. By shortening the timeframe, it will help us conduct business with only two official meetings per year.

It is proposed that thirty days is sufficient and that these revisions take effect immediately. Clarke Newman made a motion to approve the amendment as presented and published. Bill Clausen seconded, motion approved.

New Business

Publications

With the approval of the Executive Committee, Secretary Jeffers announced that the front portion of the Yearbook will begin to be scaled back to allow for a more timely release of the yearbook in the first quarter of each year. These feature articles/interest stories that will now be featured in the Flashes newsletter. Flashes will move to three full issues, one in the second, third and fourth quarters. Flash Blasts will be e-mailed weekly or as updates accumulate. The three yearly issues of Flashes will be available in print and distributed to those that would like to purchase this additional option. Otherwise, it will continue to be e-mailed to all members at no cost. This new format will allow Flashes to become more of a feature-type publication, and regular regatta results can be found on the ILCA website.

Reaching - Mark Schneider stated that he enjoyed the reaching legs that we experienced earlier in the week in Savannah. Reaching is fun, and we should consider bringing it back. Bill Cabrall noted that we should think about this as an option to attract youth/young adults to our Class.

Todd Wake made a motion to adjourn this meeting at 7:16 PM. It was seconded, and all were in favor.



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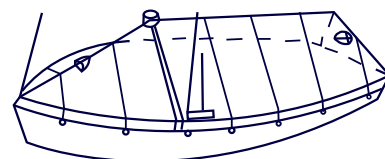
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20 *Southern*



Savannah



Miami



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12 *Circuit*



Miami



St Petersburg



*George Fisher
Sportsmanship Award*



2012 Southern Circuit

Jeff Eiber, Greg Fisher, Jo Ann Fisher

The Lightning Southern Circuit is a piñata of people, places, parties, travel and sailing all packed into one week just waiting to burst open with many friends and family to see and new people to meet. For those of you who have never sailed or didn't make the Southern Circuit this year, we want to share the experiences we had and the lessons we learned and, we hope, convince you to come or return to the circuit in 2013.

Savannah

The sailing venue in Savannah is beautiful and quite unique. The race course is formed by the intersection of two narrow rivers which create a more or less T-shaped body of water with huge expanses of tall reed marshes to the south of the Wilmington River and east and west of the Skidaway River. The north shore of the Wilmington River is lined with elegant homes and Spanish, moss-filled trees, interrupted by occasional gaps of marshes where smaller creeks join the river. The current will either be flooding, ebbing or switching, which often makes your position in or out of the current more important than being in pressure or sailing lifted.

Rarely is there a "big picture" game plan. Quick tactical decisions combined with competent boat-handling are paramount. It's really important to constantly observe the boats

to your immediate sides to learn which side is better, then step over to pass boats. With so many boats swarming together, Savannah often delivers some bizarre stories—will somebody get their backstay wrapped around a channel marker or sail hard ashore as if land magically appeared under them again?

The Savannah Yacht Club was as elegant as ever this year with gas lamps ablaze, the azaleas in bloom, a stunning oyster bar, dinner on Saturday and the wind gods supplying ideal Lightning sailing conditions.

The current gods however were in full mischief mode and made us start with a strong upwind current, resulting in several recalled starts on Saturday. We had a lot of discussion about where to start on the line—in the stronger favorable current near the pin, up the line toward shore where we wouldn't be forced to tack and, hopefully, could cross the fleet after the start, or maybe near somebody else who we thought might have a better idea of what's going on. Ultimately, it didn't matter because we usually wound up in the second or third row at each start and had an easy time ducking behind the fleet on port, which worked just fine as we were able to get to the favored right side shore. (It's a secret starting method we often use but never discuss in public.)

Because the water is usually flat and the boats are tightly packed, the preferred upwind sailing mode is high and slow to maintain lanes and create opportunities to tack. Keeping the boat at speed in this mode requires lots of driving concentration and gear shifting from the skipper. This leaves the crew largely unsupervised to decide which way to go, and at the first weather mark the skipper is often baffled about their position in the fleet. "How did we get here!?!?" is heard from skippers in both the front and back of the fleet.

Rounding the weather mark usually finds the fleet still close together and the next reach-run-reach-beat-reach leg starts the head-scratching all over. Are boats ahead getting further away by staying near shore or are boats behind gaining in a new puff? AARGH! What should we do? Jo Ann??? Are you sure??

The off-wind legs put a premium on the ability of the forward crew to quickly size up the situation and make good calls about which way to go and when to gybe back toward the center or mark. The most important forward crew job is to look out for the "big bad brown puff," then narrate the mayhem and carnage occurring behind while the skipper and spinaker trimmer get ready for "the big one." And so around and around the course we go for two days, and then it's time to pack up and head to Miami.

Miami

The drive Sunday night to Coral Reef Yacht Club seems to divide the fleet into two groups. For some teams, it's another race with the award being a premium parking spot near the hoist. For others, the road trip is time to slow the pace and discover a new restaurant and stay in a nice hotel on the beach. And for everyone, the wait is over to get to warm, beautiful sunny weather. Now the thawing out from a cold northern winter really starts, and it's time to lather up with sunscreen.

Built as a private home in the 1920s, CRYC retains a lot of the comfortable, old Florida mission architecture, both inside and out. And the new tiki bar beside the pool and patio announce "vacation has started." If you stay in Coconut Grove, you'll be able to walk from your housing to dinner under ancient banyan trees and flowering tropical plants and enjoy relaxed, alfresco, street side dining.

This year our ever-so-clever-and-charming-Southern Circuit-co-chair-chicks, Terry Hamilton and my team mate, Jo Ann Fisher, introduced a brilliant new event in Miami—the soon to be annual Post-Registration-Beer-Swap. Each team brought their favorite hometown micro-brewed beers to registration Monday afternoon, packed them deep in ice in several large coolers and shared them among the fleet. This jumpstarted the party and then kept the group together long after the last beer was gone.

Miami



Tuesday morning arrived with a sail out through clear turquoise water under a bright blue sky with a solid fifteen-knot breeze from the northeast which produced a lot of chop in shallow Biscayne Bay. Time to shift gears from Savannah!

Keeping the speed up through the chop required footing and steady concentration on driving. Both days delivered shifty northeast wind, requiring full hiking and staying in phase to get to the often-favored top left side of the course. Unfortunately, we found it was easy to get left too early. Usually, only at the top end of the beat, was there a benefit to stepping out towards the left layline. And, of course, just to keep things interesting, there were times when boats arrived in the lead from the right.

After packing up Wednesday afternoon then devouring the traditional CRYC taco lunch sendoff, teams caravanned across Alligator Alley, racing to make last call at the unique Saint Petersburg Yacht Club bar.

St. Petersburg

The St. Petersburg Yacht Club is the social and geographic epicenter of remodeled and restored St. Petersburg and always provides the Lightning Class with first-rate hospitality. Multiple good restaurants and hotels, the art museum and the sailing center are within easy walking distance of SPYC.

For the opening party Thursday evening, our Southern Circuit Co-chairs invented a variety of competitive social activities, such as the pizza box cup stack and pencil snatch, which helped remind most of us why we sail and don't do other sports that require actual physical coordination. The final championship competition, the toilet paper mummy wrap (yes, truly wrapping your friend up in a full roll), was clearly won by Jimmy Roe and Matty Schon to laughter and applause. The Stark BYOB cocktail party on the Club docks Friday evening was another great time to meet new friends and reacquaint with old.

Socializing seemed to be the focus this year due to the fickle Tampa Bay breeze that never encouraged much sailing. Principle race officer Tom Farquar did his very best to

squeeze three quality races out of the conditions. Tough is not a strong enough word to describe the racing, as there was a real premium on speed, getting off the starting line and hitting the first shift.

Returning again this year at all three regattas was the "Knights of the Roundtable" question and answer forum. With the likes of Dave Stark, Allan Terhune, Matt Fisher, Greg Fisher, Brian Hayes, David Dellenbaugh and Todd Wake all sharing their knowledge, it was always well attended and indeed a great opportunity to learn. The Knights concurred that easing the jib sheet beyond the spreader tip in light lumpy stuff will kill any pointing ability you may have.

From the forum we learned a new downwind technique that was counter intuitive but obviously quite fast on very light air runs—keep the boat well heeled, the crew weight a bit forward and the board up enough to balance the helm. And finally, we were painfully reminded of the importance of identifying the favored gybe to the leeward gates before you round the weather mark.

We're already looking forward to the 2013 Circuit and hope to see you there!



Our First Lightning Southern Circuit



Jim Ward – Bow 36

Last summer I received a call from my good friend and veteran Lightning crew Jay Mueller asking if my wife Jayme and I had any interest in racing the Lightning Southern Circuit this year? The idea of getting out of Ohio during the winter and having the opportunity to sail in Georgia and Florida sounded awfully inviting, although, I was quick to point out a few “somewhat minor” concerns. For example, we don’t own a Lightning (I had sailed one twice in my life, once when I was twelve, crewing for Jay’s Dad at Devils Lake, Michigan, and one other time a few years ago). We don’t currently own a tow vehicle, and Jayme and I had concerns about limited vacation time. Jay assured me that none of these “minor” details would be an issue. So we decided it sounded like a great idea and signed on.

First and foremost, we owe a huge thank you to Rob and Abby Ruhlman! They loaned a great boat, and even towed it to/from the Circuit for us. We can’t express in words how thankful we are for all they did for us in order to make this year’s Southern Circuit a reality.

We arrived in Savannah on the same flight as Ryan and Tessa, soon to be Ruhlman, and called Jay, who was there waiting for us in classic Mueller style. Four people with a weeks’ worth of gear then tried to squeeze into a truck, which was already stuffed to the

headliner with: sailing gear, a giant cooler, a twelve inch thick atlas, fourteen feet of foam, and lots of random boat parts. We somehow sardined ourselves into the vehicle and made our way to the hotel.

Savannah was a huge learning experience for us with, strong current, shifty breeze and a type of boat that was brand new to Jayme and me. During our time there we got to experience the legendary oyster roast and meet a lot of great people. We felt we had a very respectable first day (12, 14). However, the last day we met the demise of the same puff that also capsized the Crane team. We sailed back to the dock, cleaned up, said farewell to the no-see-’ems, and headed for Miami.

We quickly learned how lucky the Lightning Class is to have Tommy Allen Jr. from Allen Boat Company. He is truly the hardest working man I have ever witnessed in a regatta parking lot. During our wipe-out in Savannah, we slightly bent our spreader. Seemingly before we had the cover off the boat upon arriving to the Coral Reed Yacht Club parking lot, he had a shiny new spreader in hand and installed for us in no time. We were one of many boats that Tommy repaired that day, and all with a smile on his face. He is such a great person, awesome sailor, and a wizard when it comes to fixing boats.

While setting up the boat in Miami, I asked Greg Fisher if he would be willing to provide some tuning and boat handling advice, as the Lightning is much different than any other boat I have ever sailed before. Greg spent over an hour with me tuning our boat, showing me how to set up the mast, and offering boat handling advice. In the meantime, Jo Ann and my wife got to know each other over a couple of cocktails in the parking lot.

The next day we went out and won the first race. We owe a huge thanks to Greg for helping us improve our boat speed. It was one of those rare races where everything just comes together—good start at the pin, nice ten degree header, and Jay nailed the layline call as we found a puff that took us all the way to the weather mark on a nice lift. We were fortunate to stay ahead of David Starck and Victor Lobos at the finish.

We were amazed by the number of boats that sailed by and gave us the thumbs up signs, words of encouragement, and one of the Chilean boats even bowed as we went by. It was a great feeling and really shows the warmth of the Class. We followed it up with a couple of consistent races, and, to our surprise, we found ourselves in third overall after Day One, behind Fisher and Starck, and just ahead of Oetgen and Dellenbaugh. It's truly surreal to even type that we were amongst such company in the standings. We joked at dinner that it would be comical if we could have a great first race on Sunday, perhaps some other boats have a tough race, and be able to put ourselves in position to win going into the last race.

The conditions on Wednesday were similar to the first day with nice waves and the breeze in the fifteen-knot range. We had a great start in the first race and ended up finishing second in a Chilean sandwich just ahead of Tito Gonzalez and, a few boat lengths behind, Felipe Robles and his team who sailed a great race leading the entire way. We were shocked that we were able to hold Tito off downwind. It was fun to watch how much he works the boat down each and every wave with a combination of hiking and standing. His technique is awesome. Luck was with us, as we benefited from a nice shift at the end of the run, which allowed us to jibe in order to keep ahead. We looked back and saw Greg finish in a small

pack of boats. We thought he either had an 8, 9, or 10?

The last race was a lot of fun as we crossed the finish line a half boat length behind the Fisher team in ninth, which allowed Greg, Jo Ann, and Jeff to deservingly win the event. We ended up second overall, and I can truly say that was one of the most fun events I have ever sailed. So many people came up to us to offer congratulations in the boat park that we couldn't believe it.

We headed for St. Pete, where the weather was great, but the wind was a bit light. The RC did their best to get off three races over the course of three days in light and shift conditions. We were hit with a Z flag in the second race but sailed well in the last race, where we finished tenth. The highlight for our team was the banquet, which was a great time with new friends and excellent food.

During the Circuit the thing that we seem to talk about the most is the warmth of the people in the Class. During the Circuit, votes are taken from participants to select a deserving recipient of the George Fisher Sportsmanship Award, which is awarded at the banquet at St. Pete Yacht Club. I had the opportunity to race against George many times in the Interlake Class. He was such an awesome sailor, but it was how he carried himself on shore that I will never forget. He would lend advice to anyone who would ask, and he was such a gentleman on and off the water. A few years ago while racing the Interlake Midwinters over at Davis Island Yacht Club, a group of us drove over to see George and to hear him speak at the Lightning banquet where he was being honored. There wasn't a dry eye in the room as he spoke about sportsmanship, family, and what it meant to him to have the respect of his competitors for conducting himself in a sportsmanlike manner.

In our opinion, Todd and Kristine Wake went out of their way to help us during the Circuit, providing bug spray and dry towels in Savannah, tuning advice in Miami, and they seemingly were the first to greet us each morning when we arrived at the boat park. Many boats also witnessed them do a 720 at a finish, where they later questioned whether they should have but decided it was the right thing to do. I know the award means a lot to them,

and I know George would be proud that they were the recipients of an award in his honor. As we witnessed personally, they truly conduct themselves with class, on and off the water, and we were excited to see them so deservingly win such a prestigious award.

To the Class we thank you for a great week. To the Ruhlman's, we can't thank you enough. You are such a fun family, and a great group of sailors. The love the Ruhlman family truly has for the Lightning and for the Class can only be described as awesome. Rob mentioned that he and Abby have only missed two Lightning Southern Circuits, which is remarkable. We thank Steve Davis for loaning us his car, although not under ideal circumstances, and we send thoughts and prayers his way as he copes with a tough situation. We also owe a thank you to Brian Hayes. He is truly hilarious, a great motivator, an awesome MC, and he helped us out tremendously along the way. I would like to be the first to say that I truly enjoyed the "Knights of the Round Table" discussions. I learned a lot from them, and I think it's a great way for the top sailors to be more approachable to the

newer sailors in the Class. Not to mention, David Starck is hysterical, and his comments alone make it worth attending. We thought the "on the down low" rum party was one of the highlights of the week. Last but not least, Jayme and I would like to thank Jay Mueller. Sure he sleeps fewer hours than rust, has an unbelievable gift of being able to recite every line to every movie ever produced, all while driving eighty in the curb lane, but we adore him none the less! He is a blast to sail with, always has a smile on his face, and has a tremendous respect for the Lightning Class (Jay represents the third generation of Mueller's who have participated in the Circuit). If it weren't for Jay's call last year with what turned out to be a great idea, Jayme and I wouldn't have had the opportunity to meet such an incredible group of people, and sail in a Class that truly understands the importance of having fun on and off the water.

Thank you Lightning Class for a wonderful week, and we hope to see you again soon. Hopefully someday with our very own boat. I might have convinced the Mrs. to keep the 70s kitchen yet one more year?!

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59th European Lightning Championship ***29th June – 2 July 2012 – Neuhaus Interlaken, Thun*** Urs Wyler

The Lightning Class European Championship in 2012 was held from 29 June–2 July 2012 on Lake Thun. The Interlaken Neuhaus Sailing Club organized a model regatta, despite very short preparation time. Efforts were intense, but only ten boats were mobilized: five Swiss, three Finns, one Nigerian and one Greek.

The championship was inaugurated with a rich aperitif in sunny weather.

Friday

In the afternoon, we experienced light winds in the first race. Despite a strong spin on the second upwind stretch, Urs Wyler defended the lead and won ahead of Samppa Salminen and Alain Perret. No other races were sailed due to waning wind.



Die Europameisterschaft der Lightningklasse 2012 fand vom 29. Juni – 2. Juli 2012 auf dem Thunersee statt und wurde vom Segelclub Neuhaus-Interlaken trotz sehr kurzer Vorbereitungszeit vorbildlich organisiert. Trotz intensiver Bemühungen konnten nur noch 10 Boote für die Teilnahme mobilisiert werden: 5 Schweizer, 3 Finnen und je 1 Nigerianer und Grieche. So fanden sich doch noch 4 Nationen mit den Europameistern der letzten beiden Jahre am Start.

Nach der Vermessung vom Donnerstag und Freitagmorgen wurde die Meisterschaft mit einem reichhaltigen Apero bei sonnigem Wetter eröffnet.

Freitag

Am Nachmittag konnte bei leichten Winden die erste Wettfahrt durchgeführt werden.



Trotz einem starken Dreher auf der zweiten Kreuzstrecke konnte U Wyler den Vorsprung verteidigen und siegte vor A Perret und S Salminen. Der abflauende Wind liess keine weitere Wettfahrt zu.

In the evening a large barbecue took place at the local club.



Saturday

On Saturday, although the Race Director scheduled an 0800 start, there was no wind and, thus, no race. The afternoon brought a slight breeze and sunny, warm weather. The first race was finished on a shortened course due to shifting winds. Again, Urs Wyler finished ahead of the two Finns, Samppa Salminen and Kimmo Aromaa. After a short time, the wind died again, but we managed to get in two more races. Both were won by Urs Wyler, the first race ahead of Jacques Perret and Alain Perret, and second race before the 2010 European Champion Gary Schwantz.

Samstag

Obwohl uns der Wettfahrtsleiter am Samstag bereits für 0800 Uhr aufbot, konnte am Morgen bei Oberwind keine Wettfahrt ausgetragen werden. Am Nachmittag konnte dann bei leichtem Unterwind und sonnigem, warmem Wetter gestartet werden. Der erste Lauf wurde wegen unsicherem Wind auf verkürztem Parcours ausgetragen und konnte erneut von U Wyler vor den beiden Finnen S Salminen und K Aromaa gewonnen werden. Nach kurzer Zeit legte der Wind wieder etwas zu und liess 2 weitere Wettfahrten zu. Beide Läufe wurden gewonnen von U Wyler, die erste vor J Perret und A Perret, die zweite vor dem Europameister 2010 G Schwantz und J Perret.



In the evening, the official dinner was held at the Restaurant Neuhaus. Among other things, we discussed the weather. After beautiful weather with warm temperatures in recent days, a sudden fall in temperature bringing cold weather and high winds were predicted.

Am Abend fand das offizielle Nachtessen im Restaurant Neuhaus statt. Es wurde unter anderem auch über das Wetter diskutiert. Nach strahlend schönem Wetter mit heißen Temperaturen in den vergangenen Tagen wurde ein Wettersturz mit kaltem Wetter und starken Winden vorausgesagt.

Sunday

And so it came about. After a night of severe thunderstorms and large amounts of precipitation, the day began with heavy rain and a strong wind of 4-5.

All boats were able to leave the port without any problems and sailed to the course. After the first leg, two Finns, Kimmo Aromaa and Samppa Salminen, led the field. Urs Wyler was third on the downwind leg, but was able to regain the lead. Kimmo Aromaa sailed hard but was second across. Samppa Salminen was third.

The second race on Sunday was exciting. This time, Jacques Perret led the field just ahead of Urs Wyler. It was a duel and was only decided at the last mark. Urs Wyler could not reach the center position, and Jacques Perret had a difficult maneuver because of a small error. The door opened and he passed Wyler. Salminen was third again.

Because of the approaching storm fronts, a third race could not be run. Markku Paloma capsized but did not sustain any damage, and he prepared the ship for the next use.

By late afternoon, a happy hour held at the clubhouse.

Sonntag



Und so kam es denn auch. Nach einer Nacht mit starken Gewittern und grossen Niederschlagsmengen begann der Tag regnerisch mit starkem Unterwind mit Stärke 4-5. Alle Boote konnten den Hafen prob-

lemlos verlassen und stellten sich der Wettfahrtleitung. Nach der ersten Kreuz führten die beiden Finnen K Aromaa und S Salminen das Feld an. U Wyler folgte auf Platz 3. Auf der Vorwindstrecke kam U Wyler an S Salminen vorbei. K Aromaa wehrte sich heftig und lag auch nach der zweiten Kreuz an der Spitze. Am Ende des Vorwindkurses konnte U Wyler die Innenposition geltend machen und den Lauf ganz knapp vor K Aromaa gewinnen. Dritter wurde S Salminen. Auch der zweite Lauf vom Sonntag verlief spannend. Diesmal führte J Perret das Feld knapp vor U Wyler an. Es kam zu einem Zweikampf, der erst bei der letzten Marke entschieden wurde. U Wyler konnte die Innenposition an der Marke nicht erreichen, J Perret musste wegen eines kleinen Manöver-Fehlers die Türe öffnen und U Wyler vorbeiziehen lassen. Dritter wurde erneut S Salminen. Wegen herannahenden Gewitterfronten wurde auf einen dritten Lauf

verzichtet. M Paloma überstand eine Kenterung ohne Schaden und bereitete das Schiff für den nächsten Einsatz vor.

Am späten Nachmittag fand ein Happy Hour beim Clubhaus statt.



Monday

On the final day of competition, similar conditions prevailed. Winds were strong at 5-6, but this time from the east. In the sheltered harbor, we had the feeling that there was less wind, but it blew relentlessly around the ears, and the gusts were like hammer blows. We spoiled ourselves for a time being in the vicinity of the protected shore, but the Race Committee set the course. Jacques Perret experienced a strong gust which caused him to capsize, damaging the tiller extension. He sailed back to port to repair the damage. The Greek could no longer compete due to a large hole in his boat in the seventh round.

The first race of the day was won by Urs Wyler, who completed the downwind without a spinnaker. Gary Schwantz came in second before Samppa Salminen. We then immediately started the eighth and final round. The decision for the silver medal could still undecided since Jacques Perret was able compete again. Urs Wyler managed a clear start-to-finish victory without a spinnaker. Jacques Perret and Samppa Salminen duelled fiercely. Although Perret came in ahead of Saminen, he had to settle for third place.

The championship was won by Urs Wyler and Gilbert and Walter Dürr with eight bullets.

The regatta ended with a beautiful rainbow over the area.

In the evening there was the final event. After a short trip by boat and cable car, we reached the low horn. The view we could enjoy only very briefly, then the fog enveloped the beautiful surroundings. The award ceremony and the subsequent fondue completed the successful event.

We thank the Sailing Club Neuhaus and Interlaken for the good organization of this event, and thank everyone who helped on land and water for the great work. Neuhaus and Interlaken was worth the trip!

Montag

Am letzten Wettkampftag herrschten ähnliche Verhältnisse. Winde mit Stärke 5-6 waren angesagt, diesmal jedoch von Osten. Im windgeschützten Hafen hatten wir das Gefühl, es habe weniger Wind, doch draussen pffiff uns der Wind schonungslos um die Ohren, die Böen kamen wie Hammerschläge. Wir verzogen uns vorerst in die Nähe des schützenden Ufers, doch die Wettfahrtleitung setzte den Kurs. J Perret bekam schon vor dem Start eine Böe zu spüren, kenterte kurz, beschädigte die Pinnenverlängerung und segelte zurück zum Hafen, um den Schaden zu reparieren. Der Grieche konnte mit einem grossen Loch im Schiff gar nicht mehr zum siebten Lauf antreten. Der erste Lauf des Tages wurde von U Wyler gewonnen, der den Vorwindkurs ohne Spi absolvierte. Zweiter wurde S Salminen vor G Schwantz. Es wurde anschliessend sofort zum achten und letzten Lauf gestartet. Die Entscheidung um die Silbermedaille konnte noch ausgetragen werden, da J Perret an diesem Lauf wieder antreten konnte. U Wyler erreichte einen klaren Start-Ziel Sieg ohne Spi. J Salminen und J Perret duellierten sich heftig, auch mit Spi. Obschon J Perret diesen Lauf als Zweiter vor S Saminen beendete, musste er sich mit dem dritten Platz abfinden.

Die Meisterschaft wurde von Meltemi mit Urs Wyler, Gilbert und Walter Dürr überlegen mit acht Laufsiegen gewonnen.

Der Thunersee verabschiedete sich mit einem schönen Regenbogen über dem Regattarevier von allen Regattierenden.

Am Abend fand die Schlussveranstaltung statt. Nach einer kurzen Reise per Schiff und Bergbahn erreichten wir das Niederhorn. Die Aussicht konnten wir nur ganz kurz geniessen, dann hüllte der Nebel die schöne Umgebung ein. Die Preisverteilung und das anschliessende Fondue rundeten den gelungenen Anlass ab.

Wir danken dem Segelclub Neuhaus-Interlaken für die vorbildliche Organisation dieses Anlasses und danken allen Helfern zu Land und zu Wasser für den tollen Einsatz. Neuhaus-Interlaken war eine Reise wert!

59th European Champions



Gold: Urs Wyler, Gilbert Dürr, Walter Dürr



Silver: Sampa Salminen, Tero Kotimäki, Walter Antti Kanninen



Bronze: Jacques Perret, André de Montmollin, Igor Marincek



Kimmo Aromaa Mika Aromaa, Piritä Aromaa



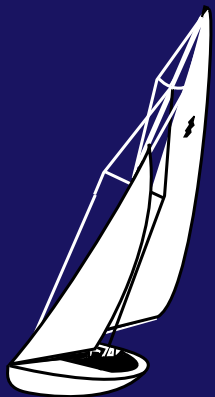
Gary Schwantz, Timo Schmidt, Rob Kerscher

59th European Open Championship

Pos	SEGELNR	STEUERMANN/- FRAU CREW	PL. (1.Wf)	PL. (2.Wf)	PL. (3.Wf)	PL. (4.Wf)	PL. (5.Wf)	PL. (6.Wf)	PL. (7.Wf)	PL. (8.Wf)	G- PKTE
1	SUI 13790	Wyler, Urs Dürr, Gilbert Dürr, Walter	[1]	1	1	1	1	1	1	1	7
2	FIN 14364	Salminen, Samppa Kotimäki Tero Kanninen Antti	3	2	[7]	4	3	3	2	3	20
3	SUI 14530	Perret, Jacques de Montmollin, André Marincek, Igor	4	4	2	3	4	2 [DNS]		2	21
4	FIN 14958	Aromaa, Kimmo Aromaa, Mika Aromaa, Pirita	[6]	3	4	6	2	6	4	4	29
5	NIG 15326	Schwantz, Gary Schmidt, Timo Kerscher, Rob	[7]	6	5	2	7	4	3	6	33
6	SUI 13840	Perret, Alain Eggenberger, François Geiser, Jean-Pierre	2	[9]	3	7	6	5	5	7	35
7	FIN 15371	Paloma, Markku Hartman, Erik Hartman, Rosemarie	5	5	6	5	5 [DNF]		6	5	37
8	SUI 13705	With, François With, Elisabeth Marending, Stephan	8	8	[10]	8	10	7	7	8	56
9	GRE 15245	Leventi, Alexandra Vazakas, Nikolaos Stauatopulos, Alexandros	10	7	8	10	9	8 [DNS]		DNS	63
10	SUI 13099	Roth, Oliver With, Yannik Torgin, Markinga	9	10	9	9	8	9 [DNF]		DNS	65



Click on images above to view the European Championship photo gallery



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

Kick Up Rudder Design/Mast Raising

Two topics that continually reappear on our Classic Lightning Internet discussion group are kick up rudders and something to help people step the mast. Recently I received two interesting approaches to these problems from George Demmy, from Perdido Bay, Florida. George sails a 1963 Lux Craft-built Lightning, Hull number 8721. This is one of the very early production fiberglass boats.

His solution to the kick up rudder problem is different and, I think, superior to all the other examples I have seen, in that he places the hinge up high, solving twisting problems other have experienced.

George's solution to mast stepping is also unique. I've been forwarded examples of ladders hooked to the back of trucks, gin poles, deck-mounted tripods, etc. But George's solution requires virtually no setup, and he can step the mast safely by himself. While George has a wooden mast, I think this would easily translate for aluminum masts.

If you wish to share your own ideas or Lightning inventions, please get on our Woody Yahoo group. You don't have to have a woody to participate, listen in and share.

https://groups.yahoo.com/group/Wooden_Lightning



Rudder is captured in stainless steel housing and is retained with bungee chords. Cords go through rudder, back to rollers and up to eared retainers.



Rudder in kick up mode with bungees in tension.



Rear view with bungees captured in opposing ears.



View with bungees released. Note ears at top of housing and rollers near bottom of housing.



Permanent pivot mounted at mast opening. Doubles as vang purchase but could be demountable using recessed threaded fittings.



Side view of housing that captures bottom of mast. Stainless bar is spring loaded stop that keeps mast footed. Hole at bottom left fits to deck pivot, top left hole is for bolt that retains mast in housing.



View of open end of housing. Note stopper rod at bottom.



View with pivot bolt in place and ready to receive mast. Note stopper rod location.

Center for Wooden Boats

Joe Green, Boatwright for the Center for Wooden Boats

The Center for Wooden Boats is a Seattle-based, non-profit maritime museum (<http://cwb.org/>). Their mission is “to provide a gathering place where maritime history comes alive through direct experience and our small craft heritage is enjoyed, preserved, and passed along to future generations.” On any given day there is a lot of activity on campus. The boatshop is often a place of interest with guests where they can watch volunteers working with me on our fleet of historic boats. They get to learn about boat building, rigging, sailing, and maritime history with their hands. The livery is also where one can see a variety of things happen. People come down for adult and youth sailing lessons, rent sail and row boats, go for public rides on our fleet of larger program boats, and volunteer to help keep the boats sailing smoothly on the lake. And they are all wooden boats, some being one hundred years old. Our Lightning Class sailboat # 8345 is rented out to the public and used to teach more advanced sailing skills, including how to fly a spinnaker, how to balance the rig on different points of sail, and racing strategy.

Editors note: Lightning #8345 was once owned by Past President, George Fisher, dad of Matt and Greg. It is wonderful to see #8345 still out on the water teaching people how to sail!



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August 25
Delta Lake Regatta

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YORK EVENT

This is the fourth annual event, and there
will be woody and glass Lightnings.

<http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=509>

September 29
Philadelphia Cup

A new event on our calendar. Last year two
woodies competed. This year they want more!

Held at Penns Landing sailing in downtown
Philly by the Independence Seaport Museum
and the Battleship New Jersey.

I'VE BEEN TOLD THIS IS GOING TO BE A
GREAT ONE-DAY EVENT!

<http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=509>

My plan is to try to do at least three events. Let me know if you are trying to work any or all of these into your 2012 plans. Write me at: astrove@hotmail.com

Also, the Lightning Class Association is working hard to identify the current owners and locations of all the old boats. Please contact the Class Office with your name, boat number and contact information. Even if you are not interested in membership in the Class, we still want to update the registry of boats. You can contact the class office at 727-942-7969, or at: office@lightningclass.org

For more information on Wooden Lightning Sailboats: <http://www.lightningclass.org/resources/woodenBoats/index.asp>
Active Message Board: http://groups.yahoo.com/group/Wooden_Lightning



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Lightning Family News

Welcome New Member Ted Hardenbergh



I started racing as crew on a Turnabout in Gloucester, Massachusetts, at the age of four and had my own boat by eight. Later, I sailed Lasers and 110s in Marblehead up through college, where I sailed for the University of Pennsylvania. After moving to the Baltimore/Annapolis area, I briefly owned a Snipe, then a Lightning (13078) for a few years in the early 90s. I then had to move to Pittsburgh, too far from Pymatuning, though, then central New Hampshire and was out of one-design sailing for almost eighteen years. Recently, did campaign for 2011 Etchells Worlds

in San Diego with my two brothers. I did not have the heart to tell them I had hardly driven a race in about eighteen years when we started to practice for the event!

My children are now at an age to really learn the sport, and I have known the Lightning fleet is one of the strongest nationally. I had connected and sailed several years ago with Walt Colantuano at Massabesic, and we stayed in touch. My friend Peter Browne bought 14277 and is sailing her out of Nyack Boat Club in New York. That was the final straw. I started my search this fall and found a very interesting boat, one of, I believe, fifteen McLaughlin boats. After harassing anyone who might have known if the hull had decent bones (thanks in particular to Greg Fisher, Bill Fastiggi and Steve Sherman at McLaughlin Boatworks), I made the leap and have been happily re-rigging and tinkering with 14072, rechristened "White Squall," ever since. I cannot wait to sail locally every weekend we can and start to introduce the next generation to the joys of regional sailing as well. I look forward to meeting the many long-term Fleet members and doing our best to stay competitive and keep the Class vibrant and fun.



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2012 Regatta Winners & Participants

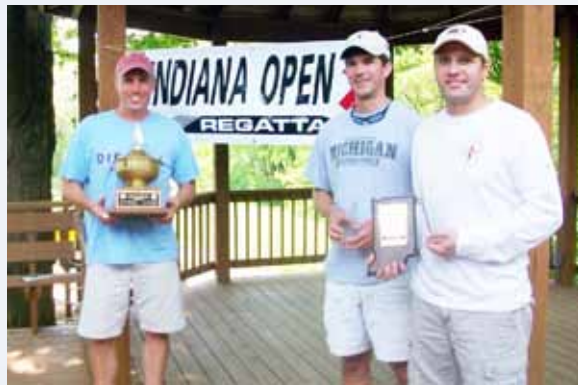
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California District Winners



Team Beauchamp – First Annual Moonshine Regatta



Team Sipel – Burl Harmon.Indy Open 1st Place



Pat Corr and team – Long John Regatta



Team Moyer Long John Regatta



Trevor Prior, Danielle Prior, Justin Coplan 1st Place – First Annual Moonshine Regatta



Bay City Regatta – 2012



The Hof's



Mitch Hnatt, Ryan Stagaard, Alex
Lehnes - Long John Regatta



NE Spring Regatta 2nd Place
Team lead by Nick Aswad



Rob Ruffus, Casey Richardson & Matt
Long John Regatta



New Addition to Fleet 405 Salinas Yacht Club, Ecuador!

Justus Klemperer Tama and his wife Nuria welcome their first child, Emma Daniela, born December 27, 2011.



Welcome William Hunter (Thing 1) and Caroline Gray (Thing 2), born October 23, 2011. Proud Papa, Randy Beauchamp, was actually getting his second-place trophy as part of Charlie Wardwell's crew at the Wild Oyster Regatta when he got a call. It was his wife saying that her water broke! They drove as fast as possible back to Roanoke, seven hours from Charleston. He missed William being born by nine minutes but made it for Caroline! Congratulations to Randy and Lauren from Fleet 481!

La Plaga!!

Victor Lobos
Reporting Live from Chile!



Thanks to J McCaully, the Benbows, the Moyers and Tony K for loading on the USA side!

In Chile's sailing community a plague has spread. It's the Lightning Class plague. Its symptoms are record number boats at our Nationals, a seventh container on its way with four new boats and an eighth in the works. Lots of interest has risen, mainly because we've been able to gather a group of excellent people. Their interest is not only centered around very competitive sailing, but also on having a great time.

Our past Nationals in Antofagasta in 2010 and in Pucon in 2011 were a true example of this, with many activities after racing, especially at night. On March 24-25 and April 6-7, 2012, the Fleets took part in another one of the "really Southern Circuit" in Concepción. We had a record number of boats yet again!

Our next big regatta is the Chilean Nationals at the end of December. We are sure to break a record once again! If somebody from outside Chile is interested in visiting us, please send us an email, and we'll see how we can help to get you sailing in Chile.

In regard to our Fleet building program, back in November, 2011, and just this month, July, 2012, we were able to get another container filled with four boats each shipped to Chile. Many people in the Class continue to rise to the occasion and are able to lend a huge helping hand to get these boats packed and shipped down here.

These boats were bought mainly by new people to the Class, and it shows how well the Class is doing in our country. Plans are well on the way to get a eighth container filled by August/September, so another four boats will be added to our Fleets very soon. It is very



Sebastian Canovas, Ricardo Ramirez, Sergio Abogabir Jr., Sergio Abogabir Sr., Tomas Middleton, Felipe Cubillos



important to add that this initiative would not be possible if it wasn't for the incredible job that Mark and Cindy Schneider have done. They have become, along with John Faus, the God Fathers of the Chilean Class.

As you can see, our present looks very good, but our next challenge is to get more young people, especially juniors, involved. Hopefully, next year I can tell you that we not only had a record number of boats but also a record number young people.



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Chilean National Championship

Matias Daroch



© Catalina Perez

The last week of 2011, twenty-four crews were enjoying Pucon's facilities, entertainment and weather, gathered together for the Chilean National Championship, sponsored by BCI Bank and Enjoy casinos. Pucón is located about 780 km, 480 miles, south of Santiago near the Cordillera de los Andes. On the shore of Lake Villarrica and very close to the Villarrica volcano, Pucón is a touristic town which welcomes people from all over the world, mainly in January and February at summer break. Puerto del Estero was our base port, which has great dependencies for an event this big. The docks were large enough for the twenty-four boats to stay in the water as long as the championship lasted, which was the only restriction requested by the port in order to maintain everything clean and organized.



© Miguel Osorio | sorvest.cl

Day 1

The first day started on Wednesday, December 28, with the Captain's meeting after every boat was registered. As the crews waited for the wind to blow, many decided to walk to downtown Pucón to relax and grab a bite. At 15:00 hours we had enough wind and we were able to go out and sail to the course. We had northeast wind at ten to fifteen knots and choppy water, which complicated the sailing for a few. Because of time and some problems with the buoys and their anchors, we could only race two regattas. But this was just the beginning of an historic day for the national fleet and for the lake, which hasn't seen an event this big since 1982 with the Lightning World Cup. Felipe Robles in the "El Doctorado" ended first with three points, followed closely by the World Champion Tito González in "Ojo de Lince" with four points. In third place was Pedro Fastman in "Tiare 4" with five points.



Day 2

This day was programmed to begin at 11:30 hours, but, again, it was delayed because of poor winds. Finally, the waiting ended at 15:00 hours, when we could go out and begin the first race of the day at 16:00 hours. With northeast winds blowing at barely six to eight knots, we were able to race three regattas until the light and the threat of having no more wind made us return to port. The partials after this day changed a bit, ending with a tie for first place between "Ojo de Lince" and "El Doctorado," both with six points, and "Mal Ojo," skippered by Tito's son and also World Champion, Diego González, in third place with 15 points.



Day 3

For the third day, the organizers summoned us at 14:30hrs, learning from the past two days that there was no way we could sail earlier. This was great for all of the sailors who wanted to rest, and much better for those who wanted to go out at night and exploit Pucon's great night places and casino. Still it was a poor day of winds and only at 15:50hrs we were called to go out and sail to the course.

During the waiting time, we gathered to have the annual class meeting to discuss and decide the next dates and championships. It was also decided that Pucón would again be the host for the 2012 National Championship. We raced only three regattas and had to go back to port, leaving two races for the next day.

It was a strange day with very unstable wind and a choppy lake, ending the partial leader board with "Ojo de Lince" in first place with eleven points, followed by "El Doctorado," that didn't let Tito Gonzalez rest any day, with just a one-point difference. In third place was "Serrucho," skippered by Tomas Midleton, with 34 points.



© Pedro Osorio | sorvest.cl

Day 4

With only two races to finish the championship, we began racing at 16:30 hours after an hour's delay because of technical difficulties with one of the judge's boat. But while we waited in the course aboard our Lightning's, almost the whole fleet went for a dip in the lake to lower tensions before defining the final results. Then we raced two fabulous regattas. With just a point apart, and twenty-two points away from the third place, Tito González and Felipe Robles had to fight for the first place this last day. Finally, the World Champion was again crowned as National Champion, closing this historic championship in a unique place surrounded by Lake Villarrica.

The Final Results

The prize-giving ceremony was celebrated at the Hotel Pucón's balcony. As said before, Tito González took first place with crew members Cristián Herman and Alberto González, Felipe Robles with Cristóbal Molina and Pablo Lorca were second, and Cristóbal Perez, skippering "No Desesperez" with German Schacht and Pablo Cerna was third. In fourth place was "Mal Ojo," skippered by Diego Gonzalez and crew Arantza Gumucio and Trinidad González. "Serrucho 2" with Tomas Midleton, José López and Begoña Gumucio came in fifth.

There were also prizes for the first three in the silver fleet, from the 15th place. These were for "Blue Wind," skippered and crewed by navy cadets Nicolás Vicuña, Cristóbal del Solar, Carlos Blanlot. Second place went to Andrés Gomez, Pablo Herman and Horacio Melo in "Protesis 2," and "Sørvest" with Matias Daroch as skipper, Miguel Osorio and Pedro Osorio took third.

The races might have ended, but we keep in our memories the camaraderie and the wonderful experience. The last day was New Year's Eve, and after the prize ceremony and an excellent dinner at Hotel Pucón, where the champions were made to drink beer from the cup, we had a glass of champagne in our hands and a privileged spot from which to watch the fireworks. Later, we celebrated the beginning of 2012 at an amazing Pucón party. After all this fun, how could we not come back next year? We invite everyone who would like to join us next year. We promise you will have an amazing experience, and you'll visit a place you will never forget.

A Lightning Story

David Hornberger

I was driving across Michigan on a family trip back in 2008. Suddenly, I spotted her on the side of M60, just south of Jackson. My attention was peaked. We quickly turned around so I could confirm my suspicion, and, sure enough, Lightning #291 was perched on an old trailer with a for-sale sign attached. I did not know it at the time, but she had years of history just waiting to be discovered.

To most people driving by, she was probably just an old boat; but to me she was a treasure. I took down the phone number and later called the owner, Bob Canning, to purchase this unexpected find.



David and Bob

She sat out in our yard for a couple of years until 2010 when my son Jesse and I found the time to shine her up. We spent three months on restoration, resurfacing, and minor repairs to get her in shape for the Finger Lakes Museum Regatta in Geneva, New York. It was hard work to make the deadline, but we managed to pull it off.



Jesse removing paint



David christening LILLIAN (aka JAC-MAR, CIRCUS)

While at the regatta we were honored with an award for "Best Modified Lightning Restoration." The award was confirmation that our efforts to bring her back into working condition were more than successful. The thing that's hard to explain is how well she sails being over seventy years old. Very exciting!

As we explored the boat we wanted to know more so I contacted Bob again to ask him our list of questions. He said most of the questions we had could be answered by Chuck Weiss, the man he had purchased the boat from.

Chuck and his young family were living in St. Ignace, Michigan in 1978. He was interested in getting a boat when he found out his co-worker's father-in-law had a sailboat. A young couple who had been working the summer on Mackinac Island left it behind when they moved out (skipping out on \$400 of rent due).

He took a look at the boat and bought it for what was owed in rent. It appeared complete, (although at that point he didn't know the first thing about wooden boats or sailing). That was the beginning of a long relationship with the boat. They named the boat "CIRCUS" because the sails and rigging reminded them of the 'canvas big top' and 'high wires'.

Chuck loved to tinker with the boat and each season he would make a few improvements



Chuck's Daughter – 1985

in rigging or usability. He was able to answer many of our questions concerning why things were the way they were. He actually stripped all the paint to bare wood inside and out with a propane torch; without burning up the boat! There were about fourteen coats on the outside and about eight on the inside.

In 1985 his brother, who lived in South Haven, encouraged them to visit and take in the Heritage Boat Gathering hosted by the Chicago Yacht Club. He entered CIRCUS and it won "Best Restoration" in the sailboat category that year.



Chuck and his family used the Lightning for various vacations and outings for many years, although CIRCUS began to see less and less use as priorities and interests changed, and they decided to sell her to Bob in 2000.

I was also researching online for restoration guidelines and found the Wooden Lightning Yahoo Group. I really recommend this resource for their detailed photos of rigging among other things. I posted our restoration photos to share them with the group and in November of 2011, I was contacted by Daniel Layton who said, "My father had that boat built!" And not only that, Dan still had his father's scrapbook recording the birth of the boat, then named JAC-MAR. He sent me the original so I could make copies. We were thrilled to have landed right into the middle of the story and photographs of this wonderful boat.

It was May 12, 1940 and JAC-MAR was on the bank ready to be launched into the Indian River in Delaware. The Indian River empties into the Atlantic Ocean about fifteen miles south of Lewes.



JAC-MAR, Lightning #291, was owned by Daniel "Jack" and Mary Layton and built by Murray Webb, a local woodworker and craftsman in Lewes, Delaware. JAC-MAR hit the water and never looked back after crossing the starting line. With Jack at the helm, she went on to two winning seasons as a member of the Indian River Yacht Club (IRYC), Oak Orchard, Delaware.



SEASON'S SCORE OF INDIAN RIVER YACHT CLUB RACES		
Boat	Skipper	Point Score
Jac-Mar	D. J. Layton, Jr.	48
BoBo	Robert Purnell	40
O. K.?	H. S. Okie	38
Hi-Ge	George Barr	18
No. 89	Caleb R. Layton III	15
Old Log	James Devin	13
Lazy Bones	William Hearn	9
No. 6	Gerold Timmons	8
Waterwitch	Ray Stewart	10
Itchy	R. K. White	2
	Willith Hastings	2

JAC-MAR ended the 1940 Summer season with 123.5 points with BoBo in second with 100.



David and Jesse

In 1942 JAC-MAR was sold to Carl Schuller in Cleveland, Ohio and in 1947 she received a certificate of registration from the Class Association, while being owned by Pat Young.

Its amazing how one boat, Lightning #291, had such a positive impact on so many lives. She is a thing of pure joy. You're not just sailing a boat; it's the relationships with people that make sailing so special.

Half Model of Lightning #291 - Owned by Daniel Layton, son of the late Daniel (Jack) Layton



Ownership History:

1940 - 1942:	JAC-MAR	D. Jack Layton, Georgetown, Delaware (Launched May 12, 1940)
1942 - ?:		Carl Schuller, Cleveland, Ohio (Purchased on Feb 14, 1942)
1947 - ?:		Pat Young, Cleveland, Ohio (Registered June 19, 1947)
1978 - 2000:	CIRCUS	Chuck Weiss, St. Ignace, Michigan
2000 - 2008:	CIRCUS	Bob Canning, Lake Lee Ann, Michigan
2008 - Present:	LILLIAN	David Hornberger, Howell, Michigan (Purchased July 20, 2008)

2012 Champions to Date

EL Portillo Salinas Tomine 2012

Club Nautico el Portillo/Fleet 501 – Tomine, Colombia
Solmar Bermudez, Juan Carlos Herkrath, Diego Gonzalez

Houston Yacht Club Midwinter Regatta

Houston Yacht Club/Fleet 521 – Shoreacres, TX

Clarke Newman, Deanna Newman, Dari Esfahani

Deep South

Savannah Yacht Club – Savannah, GA

David Starck, PJ Schaeffer, Joe Starck

Midwinter Championship

Coral Reef Yacht Club – Coconut Grove, FL

Greg Fisher, Jo Ann Fisher, Jeff Eiber

Winter Master Championship

St Petersburg Yacht Club/Fleet 109 – St Petersburg, FL

Jim Crane, Brenda Crane, Bill Crane

Winter Championship

St Petersburg Yacht Club/Fleet 109 – St Petersburg, FL

Allan Terhune, Katie Terhune, Jenn Millar

Southern Circuit

Deep South, Midwinter and Winter Championships

Greg Fisher, Jo Ann Fisher, Jeff Eiber

Springboard Regatta

Western Carolina Sailing Club – Anderson, SC

Marcus Moehlman

1st Annual Moonshine Regatta

Virginia Inland Sailing Assn – Smith Mountain Lake, VA

Trevor Prior

Lagos Yacht Club Tarpon National Championship

Lagos, Nigeria

Guillaume Lebourdon, Maria, Matthieu Seguin

51st Long John Regatta

Monmouth Boat Club-Fleet 70 – Red Bank, NJ

Brian Taboada, Will Jeffers, Laura Jeffers

Mid Continent Regatta

Lake Caryle Sailing Association/Fleet 266 – Caryle, IL

Todd Wake, Kristine Wake, Doug Wake

Texas District Championship

Houston Yacht Club/Fleet 521 – Shoreacres, TX

Larry Frost, Chance Miller, Watt Duffy

Southeastern District Championship

James Island Yacht Club/Fleet 429 – Charleston, SC

Lenny Krawcheck

28th Annual Doc Gilbert Potomac Cup

Potomac River Sailing Assn/Fleet 50 – Washington, DC

Steve Constants

50th Anniversary Burl Harmon/Indy Open Regatta

Indianapolis Sailing Club/Fleet 270 – Indianapolis, IN

George Sipel, Jeff Hagman, Chris Snyder

Lake Lansing 47th Annual Tune-Up Regatta

Lansing Sailing Club/Fleet 387 – Haslett, MI

George Sipel

Early Bird Regatta

Cedar Point Yacht Club/Fleet 126 – Westport, CT

Gianni Cuccio, Frank Pizzo, Laura Cuccio

Spring Classic

Pymatuning Yacht Club/Fleet 36 – Jamestown, PA

Larry MacDonald, Maggie MacDonald, Adam MacDonald

Ecuador District Championship

Salinas Yacht Club/Fleet 405 – Salinas, Ecuador

Justus Klemperer, Santiago Garcia, Carlos M Febres Cordero

Southern Districts/Juby Wynne Regatta

Southern Yacht Club/Fleet 62 – New Orleans, LA

Lawrence Frost

New Jersey State Championship

Metedeconk Yacht Club, Brick, NJ

Mitchel Hnatt, Tara Schon, Ryan Staggard

Bayview One-Design Regatta

Detroit, Michigan

Skip Dieball

Malletts Bay Boat Club Spring Classic

New England District/Fleet 301 – Colchester, VT

Bill Fastiggi

Midwest District Championship & Lighthouse Regatta

Fond du Lac Yacht Club-Fleet 442 – Fond du Lac, WI

William Faude, Mary Corkell, Jared Drake

Magnus Pedersen Regatta

Nyack Boat Club/Fleet 75 – Nyack, NY

Justin Coplan, Danielle Prior, Jay Mueller

Dixie District Championship

Potomac River Sailing Assn/Fleet 50 – Alexandria, VA

Gary Hurban, Joan Hurban, Justin Coplan

Boyne City Yacht Club Annual Mark Madness Regatta

Lake Charlevoix, MI

John McCree

CT/RI & Metropolitan District Championship

Cedar Point Yacht Club/Fleet 126 – Westport, CT

Justin Coplan, Danielle Prior, Bjarki Gunnarsson

Ohio District Championship

Pymatuning Yacht Club/Fleet 36 – Jamestown, PA

Matt Fisher, Amanda Fisher, Lisa Fisher

Mississippi Valley District Championship Harbor Island
Yacht Club/Fleet 262 – Old Hickory Lake, TN
Ian Moriarty, Patrick Burrridge, Matt Burrridge

Central Atlantic District Championship
Brant Beach Yacht Club/Fleet 173 – Brant Beach, NJ
Keith Taboada, Chris Schon, Russ Schon

Lake Erie District Championship
Buffalo Canoe Club/Fleet 12 – Bay Beach, Ontario Canada
David Starck, Peter Huston, Lindsay Wright

Indiana District Championship
Indianapolis Sailing Club/Fleet 270 – Indianapolis, IN
Mike Franceschini, Stewart Fossceco, Ann Matteucci

Bay City Regatta
Bay City Yacht Club/Fleet 216 – Bay City, MI
Morin

Michigan District Championship
Pontiac Yacht Club/Fleet 54 – Pontiac, MI
George Sipel, Chris Snyder, Anneliese Kittrell

Michigan District Women's Championship
Pontiac Yacht Club/Fleet 54 – Pontiac, MI
Jennifer Prining, Becca Brown, Dave Lyons

California District Championship
PMission Bay Yacht Club/Fleet 194–Mission Bay, CA
Eric Kownacki, Scott Hoffman, Bob Martin

Canadian Open Championship
Royal St. Lawrence YC/Fleet 215 – Quebec Canada
William Fastiggi, Suzy Coburn, H Rowe

65th Annual Independance Day Regatta
Pymatuning Yacht Club/Fleet 36 – Jamestown, PA
Ryan Ruhlman, Tesse LaPlante, Nick Turney

59th European Open Championship
Segelclub Neuhaus-Interlaken, Switzerland
Urs Wyler, Gilbert Dürr, Walter Dürr

Complete results for the regattas can be found on
the ILCA website:

[Regatta Results – 2012](#)

Upcoming Events

July

Great Lakes Championship	July 14–15
Junior NJ State Championship	July 20
Lightning Youth World Championship	July 23–27
BCC Youth Invitational	July 28–29
Long Island District Championship	July 28
Crescent Yacht Club Invitational	July 28–29
Evans Regatta	July 28–29
Atlantic Coast Championship	July 28–29
Higgins Lake Regatta	July 28–29
WJMs North American Championships	July 31–4

August

Wooden Lightning Get Together	August 4–5
North American Championship	August 4–10
Down Bay Invitational Regatta	August 11–12
2012 Duck Challenge Regatta	August 18–19
Squam Lake Regatta	August 18–19
Lake Delta YC 4th Annual Regatta	August 25
50th Brotz Regatta	August 25–26
Crescent Sail Yacht Club Regatta	August 25

September

Brazilian National Championship	September 7–9
Connecticut Govenors Cup	September 8–9
White Cap Regatta	September 8–9

September

Bow Lake One Day	September 15
Cotton Pickin' Regatta	September 15–16
Bruce Goldsmith Regatta	September 15–16
CAZ One-Day Regatta	September 22
Philadelphia Cup	September 29

October

Last BLAST!	October 6
Leaf Peeper	October 6–7
Pennsylvania Governors Cup	October 20–21
Charleston Wild Oyster Regatta	October 20–21

December

South American Championship	December 6–9
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	World Championship
	Area Championship
	District Championship
	Open Regatta

Please be sure to add your regatta(s) to the
[Event Calendar](#) on the ILCA website.

CLASSIFIEDS



15313 Nickels Lightning.

2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000. The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15300 Nickels 2007 Lightning and 2010 Nickels Lightning trailer. Very little use, stored indoors in the winter, fresh water boat. In new condition. All the go fast stuff. New uppers, new lowers with Handy lock turnbuckles. New halyards 2010, new tapered mainsheet 2011. Tapered spinnaker pole. 24-1 jib wire. Compass. Travel cover, fiberglass head (minimum weight) rudder. 1 set of 2010 sails

in good condition, one set of older practice sails. Brand new Spinnaker available for an additional cost. Asking \$15,500.00 or best offer. USA838@chartermi.net (989) 213-3973

15280 Nickels (2006), 700 lbs, very good condition. White fiberglass hull and rudder, aluminum tiller, aluminum mast (# 3590, oval), boom (oval), and spinnaker pole. Two sail sets and one spinnaker; oneset for racing and one 2010 Vermont Sailing Partners "easy sail" set with roller reef jib. Two covers; mooring/trailer and cockpit only. Complete racing rigging. Galvanized Nickels trailer with rear-deck lights and mast post. \$8,000 Located on Mercer Island, WA. Contact Roger at (206)-406-0070, email roger@ressmeyer.com Photos

15259 Nickels (Off Like A Prom Dress) 2004 Lightning fully loaded, 705 lbs at 2011 NAs, max thick stainless board. Rigging, boat and all components in excellent condition. Always dry sailed. Light grey interior and deck with white hull and black rub rails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 jib wire, Harken Jib leads, topping+wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, mast new in fall of 09. (ii) boom, (iii) spinnaker pole, and (iv) tiller with long carbon tiller extension. Lifting bridle. three (3) padded hiking straps. Dieball sails: main and jib new in 11 and used barley 1/2 season. Still usable UK main and jib, also included. Sail Rite Spinnaker also new and very lightly used in 11. Tac Tic compass. New North mooring cover, full trailering, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagon at 765-749-8556 (cel) or email b.wagon46@gmail.com. \$14,500.00

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

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

15141 Nickels This boat is in amazing condition. It truly is ready to go. I purchased it last year, sailed in four regattas. I had every intention of sailing this season but recently severed several tendons in my hand. I am out for quite a while. The boat has all travel covers, cockpit cover and brand new bearings on the factory trailer. There a couple of suits of sails with this package priced at \$12,500.00. I also have a newer North main and jib purchased last year with three regat-

tas on them as well as a new mast up mooring cover that can be purchased separately. Contact Craig Milling at cmilling@aol.com or 803-920-4494. Located Columbia, SC

14980 Nickels (Holy Sheet) in great condition, stored inside. Hull is white with a teal green stripe. Two sets of sails (including North Fisher main, spinnaker, and jib) are included. Newest set of sails were used under 10x. Boat comes with covers for the rudder and the mast. 2 piece Travel cover travel cover and a day cover are both in great condition. Price includes a fully galvanized trailer with working lights and a spare tire. Lots of extra parts/equipment including a small "chicken chute" for training/ heavy winds! \$12,000 Contact Theresa Kramer at 910-470-1121 or theresakramerpt@gmail.com

14927 Nickels, white on white in great shape. Ready to sail. 2 sets of North Fisher sails. All covers including top, bottom and mast travel covers as well as full mooring cover to cover sides. New Tac tic. Galvanized long tongue trailer with bearing buddies, spare and new tires. Boat is located on Long Beach Island, NJ. First \$10,000 takes it. scot_ellis@comcast.net

14924 Allen. 2003 NA Champion boat and blue fleet in every NAs sailed since. Very competitive boat which won all regional regattas sailed in 2011 including TX Districts. Brand new mast 2012. Boat has been maintained at the top level. Includes fabricraft mast and one piece travel cover, and full sided mooring cover. Includes 2011 main, two jibs, one spinnaker all used 3 regattas or less. Tacktic. Boat is available after NAs. \$12,000. Jeff Coppens jeffcoppens@aol.com 760-583-4006

14859 Nickels (1997), in practically-new condition, for the reason that it has been used under twenty times in only fresh water. Otherwise it has been stored inside. Hull is red with a 1" white and 1" navy stripe. Deck and rubrail are white with a 3/4" red deck stripe and red hiking straps. Two sets of sails (including main, spinnaker, and jib) are included; one set is 'North Sails'. Sails were new with the boat and are also in like-new, crinkly, condition. Boat comes with covers for the rudder and the mast. Also a 100% envelope travel cover and a Fabricraft full side deck cover. Price includes a fully galvanized trailer with working lights and a spare tire. \$10,750; Located in Davenport, IA; Contact: Bill Lovewell (563) 370-1043; blovewell@lovewellfence.com

14828 Nickels (1997) Very light grey deck and hull with red and blue water line stripes, 700 lbs. Very good condition, fresh water sailed, stored inside during off-season and fully covered during sailing season. Full set of covers includes 1 piece full trailering, full sided mooring, mast and rudder covers. Galvanized Nickels trailer, long tongue/tall mast pole, bearing buddies and light bar. Multiple sets of North sails included. \$7,000; Located near Buffalo, NY; Ira Johnson (716) 652-5969 or sailite45@yahoo.com

14667 Allen Miss Behavin' Light blue hull, white deck. Good condition and fully race ready. Includes SS board, analog compass, traveling cover (bottom only), mast up cover, rudder cover, mast cover, trailer, spinnaker pole, rudder new 2004, tiller with extension. 2 sets of sails, one a few years old but crinkly and still fast, one no longer crinkly. Ask nicely and I might throw in some paddles and some other stuff laying around. \$8500. Call Bob Shapiro 978-761-3289 or finallybk@gmail.com

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

14502 Allen, SS board, one set of sails in good condition, plus a practice set; galvanized trailer. \$8500. Call Tom Ward 716 876-4282 or twardwny@cs.com

14222 Nickels, good condition. Light blue hull, white non-skid on deck. North/Fisher main, jib three years old, still very crinkly. Spinnaker about six years old. Two sets of older practice sails. All halyards and lines replaced three years ago. Older trailer with new wood bunks, long tongue, light bar, wheels with bearing buddies, tires in good condition including mounted spare. Covers included for mast, rudder, mooring and travel need some repair. Located in Annapolis MD. \$5,000 OBO Contact russell.a.roberts@juno.com

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

14004 Allen, Galv. CB, all running rigging new, Harken controls Sails: Quantum M/J (1 regatta), North J, Fisher M/J, 3 Spin Allen low-ride trailer, light bar, new spare Accessories: Anchor/Rode, paddle, boom crutch, seat cushion, mast blocks, lift bridle, compass, mooring cover. \$3,950, Located in Champaign, IL Contact: D. Walker 202-436-4562, cliff@stlouissailandpaddle.com

13740 Nickels. The boat is well rigged and an absolutely perfect boat to learn the lighting on. I am asking \$3,500 which includes several sets of sails, the trailer and everything else needed to get on the water. The boat has always been competitively raced and is rigged and ready to go with all hardware and equipment needed to race. The boat has always been dry sailed, most recently out of Riverton Yacht Club in NJ (which is where it is currently being stored). Bart Nicholson, Bart.Nicholson@gmail.com or 215-514-2778 Photos available via e-mail.

13293 Nickels Lightning. Great condition, 2 sets of sails, one spinnaker. Spinnaker pole, Steel daggerboard and boat cover. Dry sailed. Trailer included. Title and measurement certificate in hand. Fresh water sailed only. Located at Higgins Lake, Mi. Contact KC McGovern at 616.633.4826. email at kcmcgovern@live.com. \$2,000.

12385 - 1973 Allen, has two sets of sails-(1 set north sails) and one spinnaker. Brand new main halyard. Seats recently re-done. Fair to good condition. Includes a tiltable galvanized trailer in good condition. \$1200. Boat located in Annandale, NJ, 908-310-1372 or stroberw@comcast.net

11570 Lippincott - white hull. Includes everything you need to go sailing tomorrow. Plenty of potential - could be a great boat with a little TLC. Boat is located in Westport, CT. \$1500 or best offer. Contact: John -

215-694-6029 or usedcpcylightning@hotmail.com

10420 Lippincott in very good condition. Glass with wood trim, rigged to race or day sail. Newer Bryant Spar. Good trailer with new tires, also covers. Stored in Hague, NY on Lake George. Owned by non-profit. \$1,800 or best offer. Mike Huffman 802-233-3886 or mike@rockpointadvisors.com

9442 Allen. The boat is very stable ideal for family fun or racing. Fiberglass Hull (painted green) Mahogany seats and bright work in excellent condition, steel center board, Includes galvanized trailer. Sails: Main and Jib. Boat has been stored in a barn and sailed in fresh water. Price \$3,000.00 Location: Red Jacket Yacht Club Cayuga Lake NY. Contact: Brian Donovan 585 313- 1940 brian54@rochester.rr.com

9407 Mobjack fiberglass. Hull is white with light blue painted deck. Boat has oval spars, stainless steel centerboard, spinnaker pole, main, jib, spinnaker, and full over the boom cover. Trailer is wide with large relatively new tires and boat sits low between tires. Boat was unused for about 25 years and was restored to sailing condition in 2006. Boat has used only a few times since restoration. MBC, www.monmouthboatclub.org, Red Bank, NJ no longer needs boat for sailing programs. \$2,500. Contact Denis Farley: sailingless@verizon.net, (732) 571-5142

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

8858 - Woody -built 1964 in Corvallis, Oregon. Very good shape. Never has needed "restoration". Metal mast and new sails within last 8 years. Rough but useable older metal mast and sails. Original trailer - new running gear. Jean Gosse, Washington 206-362-3868 or jgosse@juno.com

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

Classic 1957 wooden Lightning underwent year-long stem to stern restoration in 1999 by an obsessive Newport boat builder who rejected three pieces of Brazilian mahogany

(all shipped stateside) before finally settling on the board for the boat's transom. Complete documentation of all work can be provided. Boat meticulously maintained since the original restoration. Mast completely refinished last season. Non-skid deck; mahogany rubrails and cockpit, deep green hull finished with a tough, long-last urethane coating. Two sets of mainsails and jibs included along with solid, roadworthy trailer. Boat can be viewed at Dickersen's Marina in Apponaug, RI. Asking \$13,500. Please call for additional information: 401-424-1805.

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

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

unknown number - Classic mahogany Lightning totally restored, circa 1941. Light use, fresh water only, garaged and supported on padded cradle. Removal of epoxy in progress on outside starboard side. Otherwise "almost perfect" condition. Located South of Seneca Falls off Cayuga Lake, NY. Complete with sails; no trailer. \$1800. Call 585-261-6885

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

Classified Advertising Policy for ILCA Flashes and website

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

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

Will Hall and his teammates #1521 have their sights on Al Boucher, A.J Boucher and Steve Waldie in #15491 during the Canadian Open Championship, June 30-July 1, 2012



International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

1528 Big Bass Drive, Tarpon Springs, Florida 34689

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