



2010 Boat Grant Program Recipients Announced

The award winning Lightning Boat Grant program enters its fourth season with the strongest applicant pool to date. Seventeen teams from the US and Canada applied for grants this year and the International Lightning Class Association is proud to announce the recipients for the 2010 sailing season:

Hailing from Chicago, 23-year-old skipper Andy Camarda and teammates Michael Barry and R J Trejo will be sailing with the Chicago fleet 5 and traveling to events around the Midwest. Local Lightning ace David Stix will serve as the teams mentor and they will be sailing a brand new Lightning that has been loaned to the program by Nickels Boat Works.

Also based out of the Midwest will be Rob Linden (26) and his team of Steve Griffith and Meghan Walter. They will be sailing out of North Cape Yacht Club with Fleet 42. The three began sailing together as teammates on the Michigan State University sailing team and are looking forward to attending many events this summer. Michigan District Commodore George Sipel will be working with this team as their mentor and they will be sailing a 2009 Nickels Lightning that the ILCA recently purchased for the program.

Tyler Keyworth (24) of Annapolis, Maryland, is a graduate of St. Mary's College of Maryland where he sailed on the offshore team with his teammates Jill Bradley, Ryan Niland, and Mark Allegrini. They will be sailing a nearly new boat loaned to the program by the Allen Boat Company. They will be practicing and racing in the Annapolis area as well as hitting much of the east coast circuit. Steve Constants, one of the top Lightning sailors in the Middle Atlantic region will serve as this team's mentor for the season.

According to Co-Chair Debbie Probst "This was the toughest year yet. We really had a great group of young sailors apply for grants this year. We are really excited about the three teams, they are really quality individuals!"

Co-Chair Bill Fastiggi added "The ILCA is very fortunate to be able to run this program for the fourth consecutive season. We have had some very generous loans and donations over the past few years from class members, boat builders and sail makers. The whole Lightning family has been so supportive of the program."

More information about the ILCA grant program can be found on the ILCA website www.lightningclass.org, by contacting the ILCA office, or co-chairs Probst or Fastiggi.

Inside this Issue:

2010 Boat Grant Recipients	1
Team Poor Boy Racing	1,5
President's Column	2
US SAILING Yacht Club Summit	3
Lightning Family News	4
2010 Boat Grant Recipients	6
Long John Regatta	8
Southwestern Circuit Schedule	12
Texas District Championship	13
Mid Continent Regatta	17
Classic Lightning	18
Springboard Regatta	21
Burl Harmon Indiana Open	23
North American Championship NOR ...	24
WJM NA Championship NOR	28
Donation to the ILCA	33
Classifieds	36

Bill Fastiggi – bill@vtsailing.com

802-655-7245

Debbie Probst – debbiekayprobst@comcast.net

260-417-2363

Jan Davis - office@lightningclass.org

303-325-5886

Team Poor Boy Racing—Season Wrap-up from 2009 Recipients: Dan Thompson, Austin Kana, and Jamie Landi

First, I must say that our team, "Poor Boy Racing" (Team PBR for short), has been wrestling with how to write this article for several months. We tried the serious route—no luck. Our attempt to combine a technical run-down of our growth in the boat was—too boring. So, at the behest of our team mentor and to four 22-23 year olds, our team's life coach (and an excellent one at that!!), Mike Healy, we are going to simply give you our unfiltered version (don't worry, it's PG).

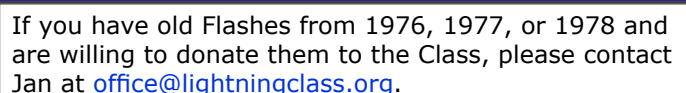
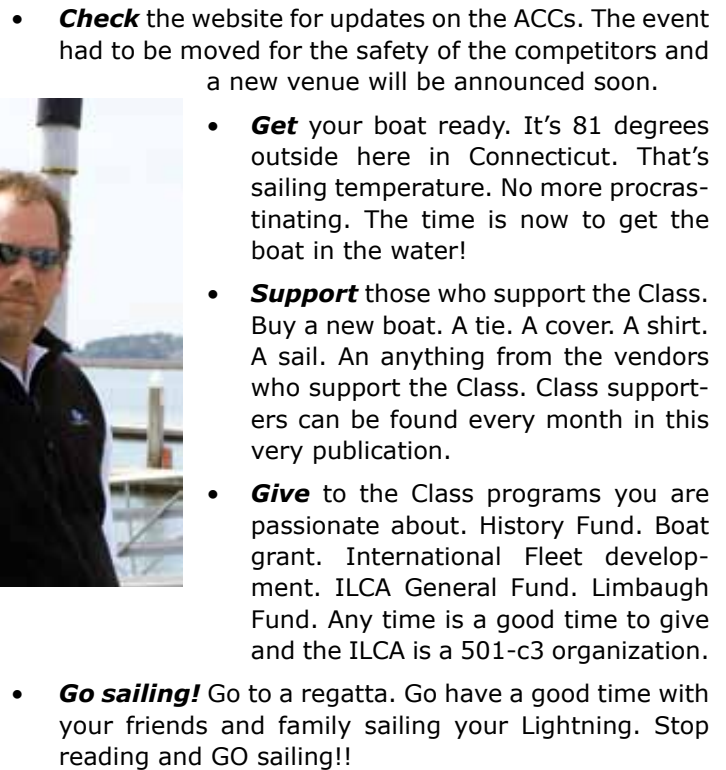
We'll start with our take-away—the Lightning Class is, plain and simple, FUN. In fact, it's unbelievably FUN (FUN is deservedly capitalized). From the camaraderie in the Fleet, to the amazing post race snacks/meals, all we have to say is Team PBR did not go hungry or thirsty at events, which, as our name suggests, was a real possibility. And, the racing!! It turns out that there are some PRETTY GOOD sailors poking around the Fleet. Needless to say, as lifelong dinghy sailors, we can all appreciate a tight fleet, and the fleets we sailed in were TIGHT!!

The build up, "Dude, did we get the boat?" Our fearless leader and team appointed PBR organizer—not by default, although in retrospect some authority did come from the fact that he had the tow vehicle, more on our mode of transportation in the Team Poor Boy Racing Profile—Dan Thompson was

—continued on page 5



- **Renew** your membership and tell everyone you know to do the same. It's good for you, good for your Fleet and good for the Class.
- **Find** a new member to join or a new sailor to take for a ride on your boat to get them hooked on Lightnings.
- **Buy** your new safety line, 3/8" nylon, at least 50'. You can ditch your old anchor line if you want but make sure you have the new safety line on board for all Lightning events.
- **Book** your reservations for NAs and WMJs. It's the Jersey shore. People go there in the summer. Rooms and rentals fill up. Don't miss the chance to sail in one of the greatest spots in the US.



Save the Date for the Inaugural US SAILING Yacht Club Summit

FOR IMMEDIATE RELEASE

CONTACT:

Jake Fish
US SAILING Communications Manager
jakefish@ussailing.org
(401) 683-0800

Save the Date for the Inaugural US SAILING Yacht Club Summit

PORTSMOUTH, R.I. (April 26, 2010) – US SAILING, the National Governing Body of the sport, has announced the date and place for the first-ever US SAILING Yacht Club Summit. The summit will take place on April 2-3, 2011 at the Fairmont Hotel in Chicago, Illinois.

Flag officers, general managers, and committee chairpersons of yacht clubs and community sailing organizations of all sizes from around the country are invited to participate. The two day summit, moderated by US SAILING President Gary Jobson and a host of industry leaders, features a number of informative workshops and seminars, and an impressive list of expert panelists including special guest speaker and sailing icon, Ted Turner.

"It is essential that our yacht clubs provide excellent service to their members and the sailing community at large," Jobson explained. "The weekend symposium will bring together the best innovative thinking across the country and a wide variety of topics. Any yacht club planning on redefining their mission, attract new members, understand how to complete a major renovation, or become relevant in their community will want to participate in this ground breaking event."

Please save the date for the inaugural US SAILING Yacht Club Summit. Stay tuned for more updates this summer regarding registration details, schedule of events, and list of panelists and guest speakers at:

<http://home.ussailing.org/ycsummit.htm>

Gary Jobson



The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.

WIMRA
WOMEN'S INTERNATIONAL
MATCH RACING ASSOCIATION

Show your support. Become an official member of the organization that was successful in helping to get Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.



Lightning Family News

Welcome New Member and Boat Owner Eric Hakanson – Boat – #14313

I currently live in Greenville, South Carolina, and sail with Fleet #391 at the Western Carolina Sailing Club, where I am a member.

I'm originally from Connecticut, where I grew up racing on Eastern Long Island Sound. In 2007 I relocated to Greenville for my job, and quickly found WCSC. It wasn't long before I started crewing on a regular basis for our Fleet Captain, Dennis Baker, in our club series and also for a few SELD regattas each season. Prior to WCSC, I was familiar with the Lightning, but had never sailed in the Class. Like many today, I went from dinghies to crew on bigger keel boats.

I bought my boat a month ago. I hadn't planned on it, but it was an opportunity I couldn't pass up because everything just seemed to fit. For example:

- I'd come to love the boat and the Class;
- This particular boat was a great find;
- The work-to-play ratio is within my ability—this includes cost, maintenance, management, and logistics etc;
- The racing opportunities are numerous. In all likelihood, I will relocate to Washington, DC this summer for my employer. If all goes as planned, I will be active with Fleet #50 on the Potomac River starting this fall.

Down the road, I'd love to race as much as possible, including some of the larger travel events in the Class. For now, I'm focused on enjoying the process of learning how to drive again. If I can get my life in order in time, I hope to make the ACCs in July. Interestingly, my potential future fleet is hosting this event!

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

Phone: (303) 325-5886 • Fax: 303-699-2178 • E-Mail: office@lightningclass.org
www.lightningclass.org

Just Launched! — from Jon Guth

Our newest crew member, Rebecca Adele Guth, was born March 9, 2010, weighing 6.9 ounces and measuring 20 3/4 inches.



Also, Miles, who turns three in June (on the Solstice), went out with me for his first real sail on a Lightning and had a blast!



PREOWNED LIGHTNINGS

ALL PRICE RANGES

New & Used Covers & Sails

CONTACT JOE DISSETTE

Lightning sailor since 1945

DISSETTE SAIL YACHT SAILS

DEALER FOR NICKELS BOATS AND NORTH SAILS
VERMONT SAILING PARTNERS
ALSO GILL PRODUCTS

6121 THORNBERRY CT
MIDLAND, MI 48640

PHONE "ANYTIME" 989-631-2133

disettesail@chartermi.net



Dan Thompson's team, gave the Measurement crew a good laugh at the NAs. They must have had 50 water bottles in that boat... Had to do a little housekeeping before getting to the hoist!

—continued from page 1

asked this question hundreds of times. This started well before the Boat Grant application was submitted. Needless to say, the running joke for about three months was, "Dude, did we get the boat?" to the always patient response by Dan, "Three more months, we'll know, then three months and thirty days, then three months 29 days and three minutes, and so on."

In retrospect, none of us are sure why Dan didn't find a new crew (Dan included). He probably would have if it weren't for the fact that our scheming about summer plans, when we actually would have the boat, was undeniably epic. For example, of utmost importance, what to call our anticipated yacht? Yes, we were concerned about where the boat would live, the fact that we had to be prepared for serious multi-hour practice beats and runs on Seneca Lake (Thank you, Seneca Yacht Club), and what our preferred team travel snacks would be. But our first and top priority, one that justifiably became a multi-meeting and multi-month process that included intensive market testing and sampling, was a name and logo for the vessel.

The Regatta Routine

Step One: Get there. At least one of our crew members was always making a five or more hour trek to meet us at the regatta venue—flying from Bangor Maine to JFK for the Nyack Regatta—not a problem—clearly no one can question our commitment!

Step Two: Find housing. You would think that this would come before Step One, but for purposes of adventure and with the known fallback being to sleep in the ever comfortable tractor (mini-vans really do have a lot to offer), we often forewent the logistical hassle of procuring lodging before an event, which was always free—thank you to the Cranes, Jordans, and Smiths for their hospitality. Austin, you still owe Dan and me rent for the use of our couch during NAs.

Step Three: Drop-off the boat, rig the boat, and get the provisions. We all had tasks, and these grew, as often times tasks do, organically. Skipper Dan, the all patient and professional one, would rig the boat. Crew Austin,

the tinkerer would watch Dan, and tinker crew me, Jamie, would get the days provisions—a TREMENDOUSLY important job that required just enough time so that, upon return, the boat was fully rigged and in the process of being launched. Thank you, Dan and Mr. Austin.

Step Four: Race and, literally and metaphorically hold on as the precipitous learning curve in the Lightning is STEEP. By the way, Mike Healy wasn't lying when he said these 700 pound, 1930s-designed boats plane off. Sunday at Niantic was BREEZY, and we were forced into white knuckle hand holds downwind!!

Step Five: Enjoy the post-race festivities and de-rig. Bet you didn't know that post race provisioning is TWICE as important as pre-race and generally takes just as much time, or more, depending on how long it takes Dan and Austin to get the boat out of the water and covered.

The Racing

The bottom line is that the racing at all of the events we sailed this summer was SOLID. I can honestly say that we had our moments. My bow work was, well to be honest, phenomenal. Austin did a great job calling tactics and really contributed to boat speed by working the manline—team PBR's name for the hiking crutch used by the crew in the middle. And Dan nailed the vast majority of starts and managed to not hit anything. For three recent college sailors, we can say that the boat was challenging technically and the racing was tactically exciting.

Thank You

We would like to send out a heartfelt Thank You to the Lightning Class for making this experience possible. And, a special thanks to the Boat Grant organizers and providers, especially Debbie Probst, Mike Healy, Tom Allen, North Sails and Quantum Sails. We are also tremendously grateful to all of those who put up with our incessant questions about tuning and proper boat handling—a long list!! And, we can say that on more than one occasion we had NA top five finishers and World Champions or very near champions either speed testing with us or actually in the boat helping us tune—a terrific experience.

2010 ILCA Boat Grant Program Recipients

Andy Carmada

My name is Andy Camarda, and my team and I will be representing Chicago in the Lightning this summer.

I grew up just outside the city and began sailing on Lake Michigan before I reached my first birthday. By the time I was in my teens I was travelling around the Midwest to compete in Optimist and 420 regattas. I have since moved on to larger one designs, with success in the Tartan 10 and Rhodes 19 classes.



I started sailing Lightnings when I went to the 2004 Sears Cup Nationals. After sailing in this year's Red Flannels, I was convinced by the local fleet to put together an application for this grant. We are very excited to sail with the Class this summer.

Outside of sailing, I am an avid hockey player and will be graduating from the University of Rhode Island next fall with a degree in Business Administration.

Schedule of Events

MAY

- 15 – 16 Pymatuning Spring Classic
Pymatuning Yacht Club in
Jamestown, Pennsylvania
- 21 – 23 Green Bay Lightning Lab
Windjamming Sailing Club in
Green Bay, Wisconsin

JUNE

- 5 – 6 Lighthouse Regatta
Fond du Lac Yacht Club,
Fond du Lac, Wisconsin
- 19 – 20 Bay City Regatta
Bay City Yacht Club in
Bay City Michigan
- 26 – 27 Midwest Districts
Sheboygan Yacht Club in
Sheboygan, Wisconsin

JULY

- 10 – 11 Great Lake Championships
North Cap Yacht Club in
LaSalle, Michigan
- 24 – 25 Atlantic Coast Championship
Potomac River Sailing Association in
Leesylvania State Park, Virginia
- 31 – 1 Brotz
Sheboygan Yacht Club in
Sheboygan, Wisconsin

August

- 8 – 13 North American Championship
Toms River Yacht Club in
Toms River, New Jersey



Mike Barry

Hello, my name is Mike Barry, and I am from the south shores of Chicago. Unlike the rest of our crew, I did not sail until I went to high school.

Shortly after starting, I raced 420s with Andy and traveled to regattas all over the Midwest, and even a few east coast events.

Outside of junior sailing, I got my fill sailing on all the boats Chicago has to offer. I sailed on a Santa Cruz 70, J 105 and a Beneteau 40.7.

I recently graduated from the University of Illinois in Chicago with a degree in Marketing.



R J Trejo

I grew up in the city of Chicago, just minutes from the Lake. I began sailing when I was seven years old and never stopped. When I was young I sailed on every boat that would have me, including Laser 28s, 110s, and J24s. I even travelled a bit with a local Lightning sailor to events, such as Midwinters.

As I got older, I moved to bigger boats and began to sail on a very successful Tartan 10, on which we won our section in the Chicago to Mackinac, along with multiple season championships.

This past winter, I earned my captain's license and am looking forward to working as a charter captain this summer. I am also very excited to get back in the Lightning.

Rob Linden

I live in Temperance, Michigan, and am a member of North Cape Yacht Club in LaSalle, Michigan. Like my other teammate, I am a recent graduate of Michigan State University.

I have been sailing since the age of six months, rolling around in the quarter berth of my family's boat. I hated sailing and the usual heeling and sea sickness that went along with it - until getting in an Optimist dinghy. From that point on sailing and racing was launched as a lifelong passion.



I grew up at North Cape Yacht Club as part of the junior sailing program, campaigning Lasers, 420s, 29ers and Thistles. I was the commodore of the MSU sailing team, where I competed for four years. Following college I have gravitated towards big boats, racing on a Farr 30 and the occasional match race. This has left a big void of small boat racing that will be filled by Lightning racing this summer.

In the long Michigan winter months I build and race DN iceboats on the frozen lakes. For hobbies I enjoy scuba diving and photography.



Meghan Walter

If you ask Meghan for a list of her favorite things, she'll tell you, "sailing, going fast, and being a Spartan." She wanted to learn to sail as a kid but never got the chance, so she picked it up during her second year of school at Michigan State. She may have not known when she started her first race, or finished it, but now she hops from one position to the next on various boats, giving orders, and telling the other crew to "...figure it out because we have some racing to do."

Meghan has been racing for six years now, three of which were for Michigan State sailing all over the Midwest and beyond. Since she graduated in 2007, she has been sailing primarily in Lake Michigan and Lake Erie. Currently she works for Abbott Nutrition as a Packaging Engineer in Columbus, Ohio. Meghan's packaging friends don't understand why everything is explained in nautical metaphors or why she chooses to fix her office chair with white electrical tape, but she likes them all the same and plans to stay in Columbus for a while.

Schedule of Events

MAY

- 08 Lake Lansing Regatta in Lansing, Michigan
- 15 - 16 Pymatuning Spring Classic in Jamestown, Pennsylvania

June

- 5 - 6 Lighthouse Regatta in Fond du Lac, Wisconsin (TBD)
- 19 - 20 Bay City Regatta in Bay City Michigan
- 26 - 27 Michigan District Championship, Crescent Sail Club

July

- 3 - 4 Independence Day Regatta, Jamestown, Pennsylvania
- 10 - 11 Great Lakes Championship
- 24 - 25 Atlantic Coast Championship, Virginia (TBD)
- 31 - 8/1 Brotz Regatta in Sheboygan, Wisconsin (TBD)

August

- 7 - 8 Higgins Lake, Michigan
If qualified will compete in North American Championship Toms River, New Jersey, 8/8-13 (TBD)

September

- 11 - 12 Pontiac White Cap, Pontiac Yacht Club
- 18 - 19 Bruce Goldsmith Memorial Regatta at Devils Lake, Michigan
- 25 - 26 Red Flannels Regatta in Chicago, Illinois

October

- 1 - 2 Hoosier Regatta at Lake Wawasee, Indiana
- 16 - 17 North Cape Yacht Club, Fall Blowout in LaSalle, Michigan

November

- 6 - 7 Blue Nose Regatta in Nashville, Tennessee



Stephen Griffith

Stephen Griffith is a recent graduate of Michigan State University where he was captain of the sailing team for three years. He grew up sailing FJs and 420s on Lake St. Clair and the Detroit River.

Steve sailed for Grosse Pointe South High School Sailing Team where he raced in the Malory Nationals at San Francisco. He has also been windsurfing since the age of five and continues to do so in his spare time. His other favorite pastime is watching movies, and he has sometimes been accused of preferring them above all else.

For the past four years he has been racing on the Farr 30 Adrenalin as the kite trimmer. He has sailed Lightnings occasionally on Lake St. Clair and Tawas Bay and is thrilled to expand this limited experience of this boat.

2010 ILCA Boat Grant Program Recipients

2010 ILCA Boat Grant Program Recipients

Tyler Keyworth

Tyler grew up in Barrington, Rhode Island and started sailing on Narragansett Bay at a young age. When he was in 5th grade his family introduced him to the high seas. His parents, Nancy and Mike Keyworth, endured six months in the Caribbean on the Choy Lee 47 with Tyler and brothers Chris and Alex.

Tyler later spent summers teaching sailing and racing 420s with the Barrington Yacht Club program. Having success at dinghies in his younger years, Tyler branched out to big boats in college, captaining the St. Mary's Offshore Sailing Team for three years. During one semester Tyler spent five months study-



ing in the very hot and very small country of The Gambia, West Africa. After four years at St. Mary's he was given the bad news; he had enough credits to graduate.

Upon graduation, his family had another brave sailing adventure, as they took on the Newport-Bermuda race in 2008. In the fall of 2008, Tyler started a one year term with Americorps working for a Community Mediation Center in Maryland. He continues to work for the same non-profit organization in Annapolis, Maryland and recently moved in with friends in Baltimore City. He is excited about stepping into the Lightning fleet after sailing on a variety of different boats and at different capacities.



Jill Bradley

Jill Bradley graduated from St. Mary's in the spring of 2009. She is currently completing a fellowship organized by Public Allies and Americorps through which she works for the Board of Childcare in Baltimore.

Prior to this year, Jill has spent her summers as an instructor of Outreach Programs at the Downtown Sailing Center. She worked closely with students of the Baltimore City Public School system in order to provide them with a paid work experience, leadership training, and the skills that they would need to return to the DSC the following summer as instructors.

Jill grew up sailing in Baltimore with the North Point Sailing Association. During college she was a member of the St. Mary's Offshore Sailing Team, as well as member of the windsurfing club.



Mark Allegrini

Mark Allegrini is a native of Guilford, Connecticut, and a graduate of St. Mary's College of Maryland.

Mark grew up sailing 420s in Long Island Sound and spent summers teaching sailing in Cape Cod. During college, Mark was captain of the offshore sailing team his junior and senior years and upon graduation moved to Annapolis to work at a sail loft.

Mark currently lives in Washington, DC, and works at the German Marshall Fund of the United States on economic policy.

Schedule of Events

April-September Tuesday Nights SSA

April

- 17 - 18 Spring Series SSA

May

- 5 - 16 No Gas Regatta SSA

June

- 12- 13 Dixie District Championship Rock Hall Yacht Club
- 19 Summer Series SSA



Ryan Niland

An Annapolis native, Ryan Niland has been sailing since the age of 11 on the Magothy River.

Most recently he is coming off a successful collegiate sailing career, helping the St. Mary's Offshore Team to three consecutive years of top four finishes at nationals.

Ryan currently works for Hyde Sails.

July

- 10 Summer Series SSA
- 24 - 25 Atlantic Coast Championship in Leesylvania State Park, VA
- 31 Summer Series SSA

August

- 8 - 14 NA Championship Toms River, New Jersey

September

- 18 - 19 Fall Series SSA

October

- 16 - 17 Frigid Digit SSA

Long John Regatta

Monmouth Boat Club, Fleet 70 – April 24–25



Veteran Lightning sailor Allan Terhune, took top honors in a weather-shortened edition of the Monmouth Boat Club Long John Regatta on April 24.

Terhune, sailing out of Annapolis, Maryland, won the third race in the series after fourth and second place finishes for a total of seven points. Bill Fastiggi, sailing out of the Mallets Bay, Vermont, Boat Club finished second in the regatta with eleven points, including second, fifth and four place finishes. Gianni Cuccio of Cedar Point Yacht Club, Westport, Connecticut, finished third with fifteen points, including third, fourth and eight place finishes. Red Bank's Ted Duffy was the first Monmouth Boat Club finisher at seventh.

The 49th edition of the popular Lightning Regatta, one of the first in the northeast each season, drew twenty-seven boats from several eastern states. The competitors were greeted with sunny, mild conditions on Saturday, April 24, with light winds and nearly flat sea conditions.

Metedeconk (New Jersey) River Yacht Club's Keith Taboada, a multiple winner of the Mary Huntsman Trophy in the Regatta, won the first race, sailing away from the fleet in light winds. Taboada had a ninth in the second race, but his bid for another Regatta win was lost with a near end of fleet finish in race three.

Wind conditions improved considerably for the final two Saturday races, with breezes gusting to 15 mph and the Navesink River showing a slight chop.

Along with Taboada and Terhune, Justin Coplan, sailing out of the Nyack Boat Club (New York), took line honors, winning the second race. Coplan finished fourth in the regatta in only his second visit to MBC. In 2008 Coplan surprised an experienced Lightning fleet by winning the Metropolitan District Lightning Championships.

The Long John Regatta will celebrate a half century of continuous competition in 2011. The event honors the memory and legacy of the late Mary Huntsman, a long-time MBC member and former president of the International Lightning Class.



Photo credits: Art Petrosemolo

Long John Regatta

Place	Skipper/Crew	Hull #	Race 1	Race 2	Race 3	Total
1	Alan Terhune, Katie Terhune, Jen Miller	15353	4	2	1	7
2	Bill Fastigi, Suzy Coburn, Stephanie Boucher	15381	2	5	4	11
3	Gianni Cuccio, PJ Schaffer, Ellen Schaffer	15111	3	4	8	15
4	Justin Coplan, Mike Carney, Danielle Prior	14036	8	1	10	19
5	Jamie Allen, Jay Deakin, Chantal Leger	14905	5	14	5	24
6	Mitch Knat, Alex Lehnese, Matt Ward	14960	6	6	12	24
7	Brian Taboada, Stu Challoner, Emily Ruiter	14589	12	8	7	27
8	Ted Duffy, Dan Vought, Ian Sandersen	14175	15	10	6	31
9	John Faus Sarita Cini, Nick Turney	15345	11	7	16	34
10	Kieth Taboada, Russ Schon Carl Rodenberg	14597	1	9	25	35
11	Jack Huntsman, John Huntsman, Max Lopez	14922	18	15	2	35
12	Jody Lutz, Jonathan Lutz, Mike Schon	14855	13	11	11	35
13	Jon Schwartz, Don Schon, Paul Krazinski	14786	20	3	18	41
14	Matt Reiser, Mike Rutler, Chris Jurczak	15197	9	18	14	41
15	Theresa, Larry & Parker Colantuano	14619	27	12	3	42
16	Paul Luisi, Brooke Luisi, Molly Lucyk	14727	7	17	21	45
17	Ryan Sprole, Christopher Sprole, Susann Sprole	15296	10	16	19	45
18	Heather Ambrose, Tim Ambrose, Greg Beshore	15060	16	21	9	46
19	Patrick Zachry Kika Bronger, Doug Hamilton	14972	17	20	13	50
20	George Harrington, Paul Micholowski, Art Gurrera	15367	14	22	22	58
21	Tim Crann, Mike Crann, Owen Carolan	14450	19	24	15	58
22	Bill Bogardus, Jarrett Lynn, Stephanie Swann	14719	21	19	20	60
23	David Watts, Robert Watts, Dr. Hodge	15365	24	13	26	63
24	Dale, Cole & Skylar Barney	14276	25	26	17	68
25	Greg Kinzel, Catlin Crann, Megan Crann	14882	23	23	23	69
26	Bill Clausen, Samantha Vought, Patrick Corr	15203	22	25	24	71
27	Kevin & Leah Robinson, Brian Schell	14217	26	27	27	80

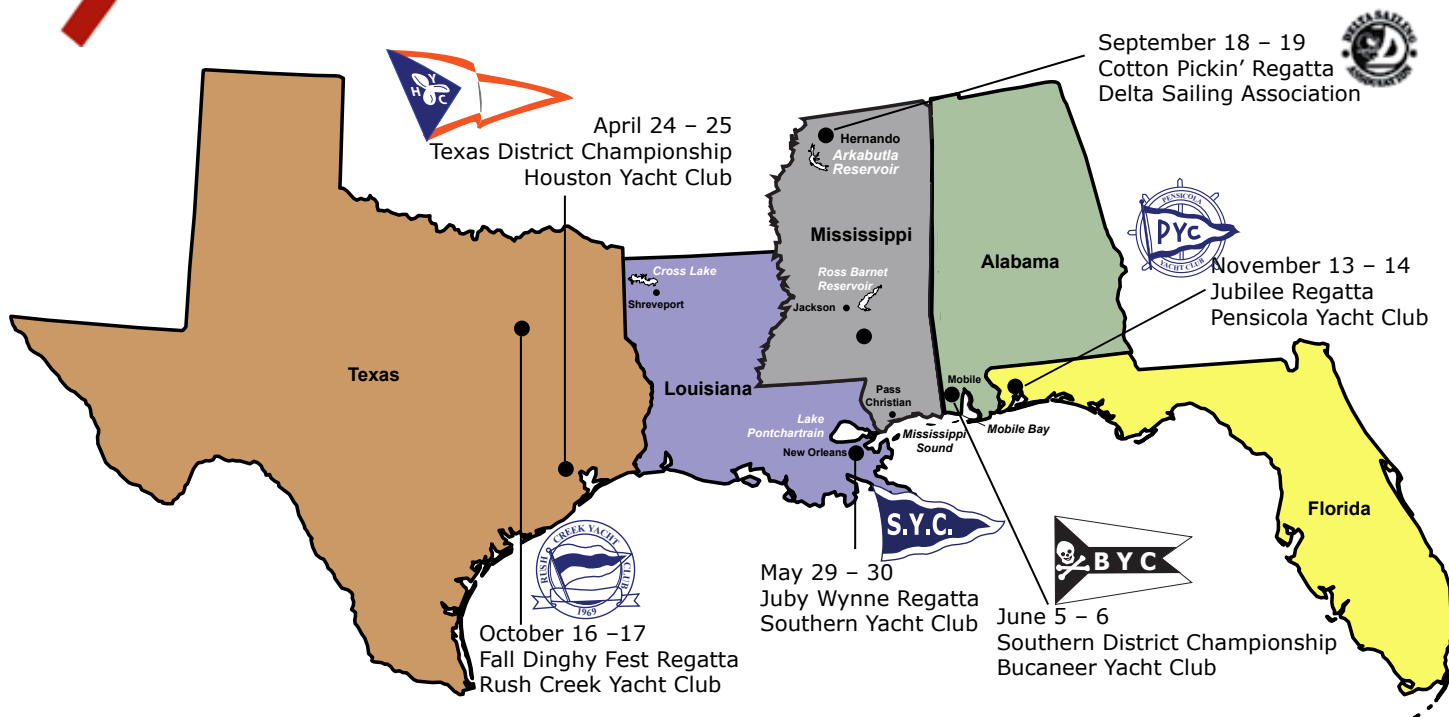


Art Petrosemolo is available to shoot photos for other Lightning events. See nauticalphotography.us





2010 ILCA Southwestern Lightning Circuit



Sunbrella Acrylic Covers

now available UV Proof Goretex thread!

- * light and easy to install
- material will not mildew, rot or shrink
- made with 1st quality Sunbrella
- material has 5-year warranty
- heat-cut edges on seams will not fray
- straight-stitch seams hide thread from UV
- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

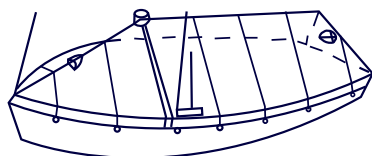
Prices	white	blue	colors
6" skirt	329	342	359
full-size	502	531	555
nap back rudder cover			58
sail # on cover			39

ROOKE SAIL INC.

1744 Prescott So.
Memphis, TN 38111
Chris Rooke
(901) 744-8500

www.rookesails.com

E-mail: rooke@rookesails.com



Flashes advertiser and cover maker for 30 years!

Fuzzy Specialties



WRITE OR CALL:
JIM CARSON
499 PRINCETON AVENUE
BRICK, NJ 08724
TELEPHONE 732/892-1924
FAX 732/892-1735

jgcfuzzy@comcast.net

NEW & USED PARTS
MASTS
SAILS
BOOMS
RUDDERS
TILLERS
SPINNAKER POLES
BAILERS
HARKEN FITTINGS

Texas District Championship

Houston Yacht Club – April 24–25

Skip Dieball



The plan to make the 2010 Texas Districts took an exciting turn in St. Pete during the Southern Circuit. My boat was doubled decked with Aroldo de Rienzo's and off they went to Texas. The event was a month away, and Matt Patterson agreed to take care of the boats and get them to Houston—the perfect plan as I had agreed to attend the event and run a Lightning Lab on behalf of the ILCA.

Fast forward to April 23, where several teams got together for a day of learning at the Lightning Lab. We had a detailed tuning talk as we waited for the skies to clear. After lunch, we hit the water and did some long upwind work to check everyone's tune. After that, we ran some short course races to focus in on speed and timing. Everyone seemed to have a great time, and throughout the day we saw great improvement. Ian Edwards, with the help of John Womble and Clarke Newman, coordinated the event. As we made our way to the dock, the Texas A&M sailing team showed up for some Lightning sailing, where they were treated to great breeze! It was really cool to see so many young sailors come back to the dock with smiles on their faces!

The Texas District was an open event and kicked off the 2010 Southwestern Circuit, which includes regattas throughout Texas, Mississippi, Louisiana, Alabama and Florida. With a growing following, this Circuit promises to offer up some great competition, but even better camaraderie!

Three races were sailed on Saturday in a really nice (and puffy) NWErly. My team, consisting of my wife Laurie and our good friend Kristin Medwid, had a great day of sailing. The boat and sails set up well, and we won every race.

The racing was quite tight all day. The starting line was tight, which made for exciting starts and with the shifts, it was tough to stay off the line. We were OCS in the last race but managed to put together a nice set of shifts. Capsizes and missed OCS calls mixed up the standings enough to make the racing super tight on points. Larry Frost and his team from New Orleans showed good course management all day and sailed a strong three races. Unfortunately, they carried an OCS in this no-throwsout series. Aroldo's team of Pablos and Tommy Meric both showed great pace, and the stage was set for an exciting second day for Sunday.

Dieball Sailing was proud to sponsor the Saturday Bar-B-Que. The food, as always at Houston Yacht Club, was great. The stories of racing Lightnings in Texas over the years was fun to hear. Kelly Gough, past World Champ crew, offered some great memories of not only Lightning sailing, but sailing with yours truly. Good times, for sure.

Sunday's racing was in a similar breeze—puffy from the West, going NW. Though not nearly as on-the-edge, the racing was very tight. Larry Frost dominated the first race. He caught the first shift off the line and never looked back. Our team managed to pass some boats throughout the race to pull into a 2nd, which pretty much sealed the regatta. Tommy, Aroldo, Clark and John Womble all were in the mix, as was Buccaneer's Bob Bernhardt. It was really tight racing and fun!

The last race was a nail biter between Larry Frost, Tommy Meric, Clarke Newman, Aroldo and my team. Aroldo had a great lead on the first leg but got jumped by Larry on the first run. We were in 4th and managed to get by both Tommy and Aroldo on the second beat. We then slowly engaged Larry and snapped a few shifts together to get by him at the last top mark. It was really fun sailing and the entire top seven were right there all regatta.

Thanks and congrats to all the sailors who travelled to Houston. Ian Edwards did a great job organizing. John and Clarke had the communication wired, and everyone made the weekend fun and easy. We had a ball.



Tom Meric working to weather

A YEAR IN A LIGHTNING

Aroldo De Rienzo



As you might be aware, the 2011 the Pan American Games will be held in Puerto Vallarta, Mexico. By virtue of this, Mexico as the host country will have a spot in every competition.

In sailing, not all the Pan American classes are Olympic classes. Some, like the Lightning, are only sailed in this event or the Central American Games.

About a year ago, the Mexican Sailing Federation started a query amongst its members to see who would be interested in representing Mexico in the classes not sailed in the country, i.e. Snipe, Sunfish and Lightning. It seemed like a good idea to try to earn a spot in one of these classes, so I started inquiring about a Lightning.

I made a call to the Lightning Class Association and got in touch with Jan Davis, who, after hearing me out, passed me on to her husband Steve. Both were a God send. They pointed me in all the right directions. I needed to find a fleet to join as close to Mexico as I could, so they put me in contact with Bill Biermann in Dallas. Since I needed a coach, they called Skip Dieball and told me to call Bill Fastiggi to try to get into the Worlds.

I had a business trip to Dallas, so I called Bill and arranged for a meeting. Bill introduced me to the top Dallas sailors, Clarke Newman, John Womble and Ginger Armstrong. He also took me to the Rush Creek Yacht Club. Once there he asked me if I had ever seen a Lightning, to which I answered no. That was my first encounter with the boat.

A couple of weeks later, I had talked to Skip, engaged him to be our trainer and bought a boat from him. We took it to Rush Creek and went sailing. Bill Biermann kindly volunteered as a crew—a decision which I think he regretted since on our first tack we capsized. Some fifteen minutes later my then other crew member, Luis Gerard, lost his grip on the straps and went overboard. I am sure Skip was wondering, "Are there guys really serious about trying to go to the Pan Ams?"

Well, we sailed in Texas, and somehow we were kindly invited to participate in the North Americans. One of my first impressions there is how a lot of Lightning crews are formed by family members. There was lady playing

a trivia game with her daughter and son who managed to get into the Blue Fleet, and we didn't. We came in 55 of 60 boats. We still have not been able to beat the lady who was playing trivia—Debbie Probst.

We went to the Worlds, South Americans, Blue Nose, and South and Southwestern Circuit regattas. Little by little we have gotten better, though we still have a lot to learn. We didn't win a lot of trophies, but really who cares. We made a lot of good friends—Jan and Steve Davis, Bill Fastiggi, Bill Biermann Prof. Hofmeister and family, John and Ginger, Clarke and Deanna Newman, Ian and Lindy Edwards and Diana, Tito and Diego Gonzalez and Christian Hermann, Victor and Sebastian Lobos, Brian Hayes, Juan Santos, Gustavo Tamayo, Matt Patterson, the Dieball family, to name a few. Special thanks to Skip who not only coaches me, but we have become close friends. I am sure I a missing someone, so I apologize.

Tommy Allen deserves a special mention. Besides building super fast boats, he has twice fixed twice my torpedo sized holes on the sides of both John Faus' and my boat. Tom, what would we do without you?

And finally we got to the Texas Districts in Houston in April. The Houston Yacht Club is fantastic. What can I say—nothing we have in Mexico compares to that. Full of tradition, it was founded more than 150 years ago. Its officers are in full uniform and, of course, full of Texas style hospitality.

We had followed the weather for a couple of weeks in advance and were expecting 10 knots or so. As always, that was not to be. We got 15 to 20 knots, sixteen boats and some great weather.

Skip Dieball showed us why he is Champion of Champions by coming first in all races. Tommy Meric sailed very consistently and came in second overall the first day.

Cal Herman and I were tied in points, he in 3rd and I in 4th. Unfortunately, two very good sailors, Clarke Newman and Larry had problems. Clarke capsized and Larry OCS'd.

On Sunday during the first race the wind really blew, making it very difficult for everyone. We got to the mark first in both races, but we eventually succumbed to pressure and tactical errors and ended up 4th overall, but as the first Texas District boat. Skip, Tommy and Larry, who really recuperated lost ground, finished ahead of us.

Cal invited his daughter to skipper his boat on Sunday. I would have traded the trophy to sail with mine.

I would like to thank Ian Edwards for being such a great host and good friend, Lindy, his lovely wife, for the wonderful stained glass trophies she designed and made, and the HYC officials for delivering such a well organized event.

Even though the Pan Am Games are still our primary goal, I am already looking beyond that, to the time I can also sail with my family members as you all do. In a very nimble and responsive boat, at least compared to the J/24 I also sail—think sports car vs. a Mack truck—perhaps play some trivia between races and repeat in the Worlds.

Texas District Championship

Houston Yacht Club – April 24-25



Aroldo De Rienzo – Highest finisher from the Texas District

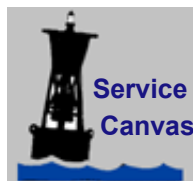


I do wish to express my gratitude to all the people I mentioned above and to all the others I have not but are a part of this wonderful Class. The boat is fantastic, the sailing great, the Class has sailors which have competed in the Olympic, America's Cup, etc.. But above all, the

family ambiance is the greatest asset this Class has. I am truly happy to have discovered such a treasure and to be part of it. I am speaking for my two crew members as well. Pablo 1 and Pablo 2, have already won—Pan Am's or not.

Thank You for embracing us with such warmth!

Snug, Sound **LIGHTNING COVERS...**



Dry Sail Covers
Mast Covers
Cockpit Covers
Trailing Covers
Rudder Covers Featuring
BLADEGUARD II FABRIC

Made by Sailors, for Sailors

*Our Covers Provide the Protection You Want,
With the Quality, Fit and Finish You Expect*

*Our Fabrics, Hardware and Fittings Have Been
Designed to Marine Use and Will Provide a Long
Life Even in Salt Water and Tropical Climates*

NEW! BLADEGUARD II FABRIC
A SERVICE CANVAS EXCLUSIVE!
*Will Not Rot, Mildew or Trap Water!!
Provides the Ultimate in Protection!*
Call Toll Free for a Sample Today!

ALL COVERS INCLUDE "5 YEAR" WARRANTY
Free Repair Kit, Gear Bag, Prepaid Freight

SERVICE CANVAS COMPANY, INC.

**149 SWAN STREET
BUFFALO, NY 14203**

TOLL FREE 1-888-388-0558

Outside US 716-853-0558 & Fax 716-845-6071

Pos	Sail	Boat	Skipper	Yacht Club	R1	R2	R3	R4	R5	Total
1	14880		Skip Dieball	North Cape Yacht Club	1	1	1	2	1	6
2	15329		Tommy Meric	Southern Yacht Club	5	5	2	7	3	22
3	15211	Armed Robbery	Larry Frost	none	2	17/OCS	3	1	2	25T
4	14975	Liquid Lust	Aroldo De Rienzo	Rush Creek Yacht Club	4	8	5	4	4	25T
5	15201	Bob'Sled	Robert Bernhardt	Buccaneer	6	4	6	5	8	29
6	14136	H-3	Cal / Jeanne Herman	Southern Y.C.	3	2	12	8	7	32T
7	15360	Drastic Plastic	Clarke Newman	Rush Creek Yacht Club	17/DNF	3	4	3	5	32T
8	14817	Sexy Bitch	John Womble	RCYC	7	6	7	6	9	35
9	14964		Chris Shipman	Escanaba Yacht Club	9	9	9	9	6	42
10	15362	Tornado	Andrew Barton	TBA	8	7	10	10	10	45
11	15410	Southerly Buster	Ian Edwards	NSC and HYC	17/DNF	10	8	12	11	58
12	13931		Anne Lee	Houston Yacht Club	10	12	11	13	13	59
13	13806		Hamrick Morgan	Rush Creek Yacht Club	17/DNF	11	13	11	12	64
14	11815		John Glasscock	TBA	11	13	14	14	17/DNS	69
15	13703		Mark Haas	Houston Yacht Club	17/DNF	17/DNS	17/DNS	17/DNS	14	82
16	14737		Stephen Bell	Corinthian Sailing Club	17/DNC	17/DNC	17/DNC	17/DNC	17/DNC	85

Fast forward

At the start of every year we report that the year before was the very best ever for North Sails. 2009 was no exception! Lightning sailors carrying North sails dominated major and local Lightning regattas worldwide. Let us fast forward your Lightning program with the proven performance of North sails and the expertise of the North Lightning Team... **it's the best sail investment you can make!**



SOUTHERN CIRCUIT 2010

March 12-21:

The North Lightning Team of Greg Fisher, Brian Hayes, Al Terhune, Nick Turney and Jay Mueller will be attending the events. Call if you need any help getting ready!

2009 Results:

WORLDS **1,2,3,4,5**

NORTH AMERICANS **1,3,4,5,6,7,9,10**

NAs PRESIDENT'S CUP **1,2,6,7,8*,9**

ATLANTIC COASTS **1,2,5**

SOUTHERN CIRCUIT **1,2,3**

So. Circuit - SAVANNAH **1,2,3,4,5,6,7,8**

So. Circuit - MIAMI **1,2,4,6,7,9**

So. Circuit - ST.PETE **1,2,3,4**

EAST

Brian Hayes (203) 783-4238
Ched Proctor (203) 783-4239

CHESAPEAKE

Allan Terhune (410) 280-3617
Greg Fisher (410) 212-4916

CLEVELAND

Nick Turney (216) 361-2594

onedesign.com



One Design

Mid Continent Regatta

Carlyle Sailing Association, Fleet 266 — April 24

Todd Wake

Opening day for Lightning Sailors in the Midwest is marked by the Mid-Continent Regatta hosted by the Carlyle Sailing Association. The weather can be hit or miss but good times are guaranteed. We arrived at CSA Friday afternoon with an entourage as usual. Kristine and I were joined by our sons Doug and Ben, Kristine's mom and stepdad. They had met CSA members at other regattas and want to find out what the club and the little town of Carlyle are all about. We spent the afternoon setting up the boat and greeting the other competitors as they trickled in. As a bonus the CSA waived the entry fee for out of town boats as a thank you to all who loaned their boats at the Champion of Champions regatta last fall.

The thing that struck me most about this regatta was the number of kids sailing or hanging out at the club. Pete and Kim Orlebeke sailed very well with their 12 year old son Cole doing middle while little sister Cali played onshore. Rick Bernstein, his son Jacob and Rob Zerban sailed together. Teenagers Alina Moriarty and Allison Lacker watched over a whole group of kids roaming the grounds while their parents sailed and or enjoyed a drink after racing. Our son Ben was having so much fun that he got a little teary when we had to go home. This certainly is a good indicator for the future of the class to have so many kids involved. Making regattas "Family Friendly" is a great way to maintain and build participation.

Saturday morning featured grey skies, intermittent rain and lots of ugliness on the radar. PRO Ted Beier did a great job of squeezing in three races between storm cells. We sailed two races before a lunch break (conveniently timed to let a squall pass) and one race after lunch. Race one was sailed in moderate winds that became very unstable near the windward mark. Trying to adjust to the shifts and pressure changes was a challenge in the first race of the year. Tobi Moriarty, sailing with her husband Dan, and Jen Aljets, was the quickest to adapt to the conditions and won the first race. Another highlight was

James Chapin taking an unexpected plunge off the side of Matt Burrridge's boat. Race two was a little windier but uneventful in comparison to the first. We won with Tobi second to leaving us tied going into the lunch break.

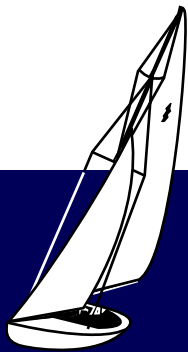
After a lunch break and a squall we headed out for race three. The wind had freshened since the morning we all had the feeling that it would continue to build. Matt Burrridge nailed the start at the boat. We started a few boat lengths below him and it was a drag race to the port tack layline.

He held us off the whole leg and rounded the windward mark a couple boat lengths ahead. We were able to jibe inside of Matt due to Kristine's and Nick Beckman's excellent crew work.

Catching a big puff and right shift first allowed us to slip by Matt. On the final run we were able to extend our lead as the wind started to howl. Steve Weeber who had been sailing an excellent regatta got caught by a puff/shift and executed a spectacular wipe out. As the rescue crew went into action the wind continued to build and the RC decided to send us in for the day.

The rest of the afternoon was spent in the clubhouse hatching the storms on radar and out the window while enjoying appetizers and drinks. Saturday night everyone went to the Legion Bar and Restaurant for a great dinner. If you have never been to Carlyle it's worth the trip just to experience the Legion. Dinner and drinks for seven cost me \$80 and three of us had delicious 12 ounce rib eyes. On Sunday morning a competitor was heard saying "I looked up and the isobars are so close together they are blocking the sun." With too much wind to sail the regatta was called and all the local sailors helped the traveling teams pack up their boats so we could get an early start on the trip home. The trophies were some of the best ever, Tervis Tumblers! We can't wait to go back again next year.

Place	Sail	Skipper/Crew	24-Apr	24-Apr	24-Apr	Score
1	15390	Todd Wake / Kristine Wake, Nicholas Beckman	2	1	1	4
2	15364	Tobi Moriarty / Dan Moriarty, Jenifer Aljets	1	2	6	9
3	14834	Matt Burrridge / Paul Hansen, James Chapin	3	4	2	9
4	15158	Peter Orlebeke / Kim Orlebeke, Cole Orlebeke	5	3	4	12
5	14901	Ian Schillebeeckx / Roselyne Schillebeeckx, Mark Schillebeeckx	6	5	3	14
6	15045	Scott Zerban / Carson Menges, Courtney Menges	10	7	5	22
7	15317	Steve Weeber / Donna Weeber, Stan Cummins	4	6	DNF	25
8	14766	Ian Moriarty / Edd Burke, Caleb Leonard	11	8	7	26
9	15308	Bill Killebrew / Mike Osborne, Kathy Osborne	8	10	9	27
10	15202	Bill Buckles / Greg Florian, Colin Florian	7	11	11	29
11	14614	John Folwell / Mark Paoli, Joe Bartman	9	12	10	31
12	14798	Rick Bernstein / Rob Zerban, Jacob Bernstein	DNF	9	8	32
13	14009	John Sepanski / Erica Sepanski, Andrea Sepanski	12	13	DNC	40
14	14705	Michael Reed / Susan Reed, Kevin Gunn	DNF	DNF	DNC	45



Classic Lightning

Bob Astrove — astrove@hotmail.com

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

Newly-Built #15219 Just Launched in Argentina

Armando Trivero



Ok! Finally, the big day arrived! This April, the first launch of my stringer Lightning! A friend says that it is like a birth, and it was! No more, no less.

I will launch it only when the boat is truly ready, not a day before, not a day after. Since the end of the 2009, I have been looking forward for this day, but it didn't happen. For one reason or another, I had to wait. It was always something. I had to finish sixteen wedges on Thursday morning! Fortunately, my mother helped me with the job. I really focused and worked hard to finish the project.

By eleven o'clock in the morning, we left Rio Cuarto. We arrived at Embalse de Rio Tercero without any problems. I was looking back in the rear view mirror

more than looking forward, because I had never towed a Lightning with my car before! The Lightning was waking up, coming to life, anxious for the water. We took it easy in order to reach our destination safely.

At the club, there were the formal meetings. Horacio is the marina staff in charge, and he guards the entrance, paints and is the mechanic of the Embalse New Nautic Club. It is a simple club but the best on the lake.

The dialogue was a joke. Me -Horacio, I'm here at last! Laughing at me, Horacio said, "Yes, you're here, finally!"

It was three years ago that I went there to ask about the place and the costs. It had been my desire to keep the boat at this club that helped keep me motivated. It's clear that it took longer to finish the Lightning than I had planned, even more than I imagined it could take. Rigging it was easy. Finally everything was ready, and to those who "didn't think I could do it" (jajajaaaa...). Victory! I got into the boat with my two sons, Catalina and Santiago, and headed to the water. Instead of breaking a bottle of champagne on it, my father gave me a champagne bath like in the car-races, it was original and funny. We drank the rest of it, and as we wanted to sail, we postponed further celebrations. My sons and I returned to the dock for the first time, an hour and a half later. The rest of the family was waiting for us, with big smiles on their faces. Next it was grandfathers' turn and my wife Alicia. Off we went, in search of the wind! It wasn't





windy so I tried everything, clap, clap, clap... glub, glub, glub...of the water in the bottom between chats, like a baby when is walking for the first time, looking to the sky checking everything. Honestly it was a feeling I will never forget.

You can imagine, feelings, surprises, discoveries, a mix of beautiful things, and the afternoon went by...

Friday, it was not a good sailing day. A friend, Federico arrived but it was rainy on the morning, to make our determination stronger I think.

In the afternoon, the weather became better and we headed off to the north end of the lake, between the two islands. When the night arrived we were near the weir (dumping place). The silence of the sailing allowed us to hear the pouring of the water, there was plenty of water, after months of dry. The lake was beautiful, completely full.

On Saturday morning, my father in law went out sailing, as well as my mother in law. The smiles grew on both of them, and also the regrets of never having done it before. It doesn't matter, if we have right now.



We enjoyed Roberto's company, my pal or soul mate in this project, he owns a Pampero, really great! We enjoyed sailing with him because we learned other boat handling secrets in order to not flip. We sailed for about four or five hours, it was unforgettable.

On Sunday the weather was less windy, I thought it might be boring but we couldn't go home without another sail. We went again to the islands, where the wind always blows, cows could fly there! We began to return faster and faster and my father prayed for mercy to the lord because of his heart and the cold water of the lake. He made me laugh at thinking it could be boring.

It was a shocking experience!

My Lighting is the only handmade one in the club, the only Woodie, everyone admires it because of that, I think it will be unique.

There are some more pics for you! [Click here](#)

View the construction of the wooden boat:
<http://www.lightningclass.org/resources/woodenBoats/resources/woodenlightningConstruction.asp>





"The World Leader In
Outfitting Performance Sailors."

BLOG

THE RACK

SEARCH

Apparel

Line

Hardware

One Design Parts

Accessories

Team Gear

All things  and more...



Photo Courtesy of Photobool.com

www.APSLTD.com

800.729.9767

Springboard Regatta

Lake Hartwell, Fleet 391 – April 17–18

John Sawyer

The Southeastern District has a travelling series that several in our district support by hitting the road for a weekend. We had never sailed at Western Carolina Sailing Club and as usual rumbled in Saturday morning a little disoriented. The first time anywhere is a little more challenging. The same rouges gallery of Lightning friends was on hand however and presto we were back in Kansas. The locals are beaming because we have good wind and it's predicted to be here all weekend.

The first race was sailed in medium wind and flat water. In those conditions even our small nine boat fleet never separated much, so mark roundings were all close. The RC regrouped after this race because the Lightnings finished faster than expected, and the wind was clocking and building. Race 2, 3 and 4 were longer and windier. Will Tyner really motored to weather on the fleet in these conditions, according to Will's middle man Henry McCray, they are constantly working the traveler and backstay and really hiking hard to keep the boat flat, and their Lippincott loves it. The breeze was produced by storms in the area and so we were seeing 15 degree shifts and occasionally got a better position on the fleet. The downwind runs in this flat water and wind, sometimes gusting to 25, were amazing. This was an open regatta and several sailors in other fleets had not seen a Lightning planning down wind and under control, they really got a kick out of it. By the fourth race in this wind, we were pretty worn out and failed to note the course board at the start which shortening us to three legs. Sailing a distant third on the second beat we saw Will round the weather mark and set the spinnaker, but the second place boat on our hip sure was over standing the weather mark. So we just slowed down to see who had it right. Marcus Moehlman went from second to first, and we lost to Pelosi due to our indecision and finished third.

WCSC truly provided good southern hospitality, on shore we hung out until the wee hour of 8:30, yes PM, with some of our best Lightning friends, I know it's awfully embarrassing, but I just had to crash.



CAPITAL LOGO

SAVE 50% on NAs 2008 while they last!

We are a family-run apparel company in Annapolis. That's us in the photo! Celebrating over 5 years providing high-quality technical shirts, polos, jackets and hats. Guaranteed friendly service.

Embroidery, Sublimation, Screenprinting
No minimums Great prices

410-280-3819
CapitalLogoInc.com

Sunday we still have wind but not as much and no storms in the area, we also have sunny conditions. The situation is the one we have all experienced on lakes in our area, sun beams down, wind slowly dies. We are in good position and need to keep our boat with the fleet and close or ahead of John Pelosi who is in second. Indeed the wind is dying throughout this race and balancing staying in a little wind with going toward the mark and in position with John is what we do. Marcus does it best and wins this race. Becky Sawyer my wife and sailing partner for many years and Dan Morton are always fun to travel and sail with and the district circuit is good competition. Who could ask for more?

Rank	Boat	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1		14318	John Sawyer	1	2	2	3	3	11
2		14932	John Pelosi	3	3	3	2	4	15
3		14127	Marcus Moehlman	2	10 DNF	4	1	1	18
4	Rode Hard	10810	Will Tyner	10 DSQ	1	1	6	6	24
5	Yea Baby!	14412	Dennis Baker	4	5	5	4	7	25
6		15180	Pam Burke	5	4	6	5	8	28
7	Wicked	14376	Michael Phelan	6	6	7	10 DNC	9	38
8		12613	Brent Benson	10 DNC	10 DNC	10 DNC	10 DNC	2	42
9	Wasabi	11771	Bill Sloger	10 DNC	10 DNC	10 DNC	10 DNC	5	45



We Get Results!

In the past 8 years, our boats have won every major regatta:

- EVERY SOUTHERN CIRCUIT
- EVERY NORTH AMERICANS
- EVERY WORLD CHAMPIONSHIP



Boats Made to Your Specifications

We are dedicated to the Lightning and committed to serving all Lightning sailors

Allen Boat Company

Bryant Performance Spars

Call Tom Jr.

716-842-0800 or email: tomallenjr@juno.com • 370 Babcock Street • Buffalo, NY 14206

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



"Trailing-Mooring", Bottom, and Mast Covers above. We also make Skirted T-M, Boom, Mooring, Skirted Mooring, Cockpit, and Rudder covers.

Comprehensive Website www.sailorstailor.com

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:

FREE How to Choose the Right Style One-Design Sailboat Cover

FREE Poly Army Duck and Acrylic fabric samples.

FREE Diagram of what correct seams and hems look like.



The Sailors' Tailor, Inc.

Tel. 1-800-800-6050

1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370

Burl Harmon Indiana Open

Indianapolis Sailing Club, Fleet 270 — May 1-2

Rank	Boat	Skipper & Crew	Fleet	Home	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	Total
1	14249	George Sipel Jef Hagman & Nate Alt	42	North Cape	1	1	1	2	1	3	1	4	5	14
2	15251	Debbie Probst Tanner Probest & Brian McDonald	154	Wawasse	2	2	4	5	2	2	2	1	3	18
3	15172	James Taylor George Ayres & Carol Taylor	303	Cowen Lake, OH	3	3	5	1	4	1	4	6	4	25
4	15213	Jeff Schmahl Michael Schmahl & Bob Fritsch	154	Wawasse	8	8	2	4	5	5	11	3	7	42
5	15259	Brad Wagnon Kevin Keller & Michael Richey	154	Wawasee	4	5	7	6	7	6	5	9	6	46
6	14020	Frank Wilder Jerry Sentman & Steve Van Horn	270	Indianapolis	10	13	10	3	3	4	10	7	1	48
7	14087	John Waechter Glenn Hallett & Carrie Houtman	216	Saginaw Bay	6	4	3	9	9	7	7	11	8	53
8	13910	Bill Allen John Selby & Alyssa Holtzleiter	154	Wawasse	7	6	8	7	6	8	6	10	12	58
9	13657	Mike Franceschini Stewart Fassceco & Jay Levy	270	Indianapolis	5	7	9	8	10	9	8	5	9	60
10	13278	Pete McGinity Tyler McGinity & Megan New	270	Indianapolis	9	9	6	11	8	11	9	8	10	70
11	15202	Bill Buckles Andrew Lenzo & Michael Kelleher	71	Rocky River, OH	DNC	DNF	DNC	DNC	DNC	DNC	3	2	2	82
12	14449	Dale Kreck Mary Gemberling & Steve Tinsley	54	Pontiac, MI	11	10	12	13	12	13	13	12	11	94
13	12296	Ken McGinity Dan Clayton	270	Indianapolis	12	11	11	10	13	12	12	13	13	94
14	14311	Norm Cubellis Thane Morgan & Karen Chagnon	270	Indianapolis	13	12	13	12	11	10	DNC	DNC	DNC	101

George Sipel, winning for the second year in a row with crew Jef Hagman and Nate Alt



2010 ILCA North American Championship

August 9–13, 2010

Hosted by

TOMS RIVER YACHT CLUB

Toms River, New Jersey

Notice of Race

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association (ILCA), in conjunction with the Toms River Yacht Club, and has been sanctioned in accordance with the ILCA bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) for 2009-2012 and by The Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 1.3 The following rules in the RRS (below) will be changed and will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
 - 1.3.1 RRS 42.3(c), to allow certain types of pumping in accordance with the Class Rules.
 - 1.3.2 RRS 44.2, to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the Class Rules.
 - 1.3.3 Appendix A, to allow for different points for boats receiving “letter” scores, in accordance with Class Rule VIII (see section 11 Scoring, below, for details). In addition, changes to points awarded for boats that tie in a race and the next placing boat, and breaking ties for the series, per Class Rule VIII.5.
 - 1.3.4 1.3.4RRS 60.1(b), 63.1, 63.6 and 66, to permit Protest Arbitration.
 - 1.3.5 Class Rule VIII.3, second sentence, will be changed to read: “A boat not finishing within a time limit of 30 minutes after the first finisher sails the course and finishes, will be scored the number of boats that finished within the time limit, plus one (1).”
 - 1.3.6 In accordance with RRS 70.5(a), decisions of the Protest Committee for the Qualifying Series are final. US Sailing’s permission has been granted. If requirements shown on: [http://raceadmin.ussailing.org/Rules/No Appeal/Rule_70_5_a_Procedure.htm](http://raceadmin.ussailing.org/Rules/No%20Appeal/Rule_70_5_a_Procedure.htm) are not met, the decisions of the Protest Committee may be appealed. US Sailing’s permission is limited to the Qualifying Series only. Competitors may appeal decisions of the Protest Committee in the final Series. This changes Class Rule VIII(7).
 - 1.3.7 There shall be no penalty for breaking the ILCA Class Rule forbidding the use of a VHF radio. The Race Committee encourages and requests each boat to carry a VHF radio and monitor the designated VHF channel(s) as described in the Sailing Instructions. See also Section 14 below.

2 ADVERTISING

- 2.1 This Regatta shall be governed by ISAF Regulation 20 as prescribed under Regulation 20.5.6(b). Advertising limitations prescribed by current Class Rules as follows: Advertising on hull only.
- 2.2 Boats may be required to display advertising chosen and supplied by the ILCA or the Toms River Yacht Club, per ISAF Regulation 20.3(d).

3 ELIGIBILITY & ENTRY

- 3.1 Eligibility for entry shall be in accordance with Articles V, VI, and XII of the Class Rules. Each U.S. and Canadian entry shall qualify for participation in the North American Championship by sailing in their respective District Championship Regatta. The Quota for each district will be as follows:
- 3.1.1 The quota for the North American Championship will be as determined by the ILCA Executive Committee.
- 3.1.2 The Central Atlantic District will have its quota doubled.
- 3.1.3 Each District shall be allocated one additional boat in the North American Championship for every three boats from that District that sailed in the Blue Fleet in the 2009 North American Championship.
- 3.1.4 3.1.4In addition, members of the ILCA Executive Committee, the Vice President of the North American Championship, the 2009 North American Champion and the 2009 World Champion need not qualify to sail in the 2010 North American Championship. The Executive Committee may permit up to ten (10) skippers from outside North America to compete; one or more skippers not previously qualified through their Districts may, as determined by the Executive Committee, qualify from each of the Women's, Masters' and Juniors' 2010 North American Championship Regatta.
- 3.2 A completed entry form, along with the entry fee of \$385.00 USD, must be received or postmarked on or before July 27th, 2010. US Sailing membership discount is ten dollars. See entry form for details.
- 3.3 Late entries will be accepted until 1400 Saturday, August 7th ,with an additional late entry penalty of \$50.00 USD.
- 3.4 Entries must be mailed to:
ILCA Executive Secretary
Jan Davis
7625 South Yampa St
Centennial, CO 80016 USA

4 REGISTRATION & FEES

- 4.1 Registration and measurement will be held from 1200 to 1800 on August 7th, and from 0800 to 1600 on August 8, 2010.
- 4.2 At registration, each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the Regatta on the property of Toms River Yacht Club, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.

5 QUALIFYING SERIES & FINAL SERIES

- 5.1 The Regatta will consist of a Qualifying Series and a Final Series.

6 SCHEDULE

- 6.1 Planned Schedule:

Saturday, 8/7/09	1200-1800	Registration & Measurement
Sunday, 8/8/09	0800-1600	Registration & Measurement
	1800	Opening Ceremony-skippers meeting
Monday, 8/9/09	1100	Qualifying Series – Warning Signal, 1st race of the day
Tuesday, 8/10/09	1100	Qualifying Series – Warning Signal, 1st race of the day
Wednesday, 8/11/09	1100	Final Series – (Championship, Presidents' Cup, Governor's Cup) Warning Signal, 1st race of the day
Thursday, 8/12/09	1100	Final Series – Warning Signal, 1st race of the day
Friday, 8/13/09	1100	Final Series – Warning Signal, 1st race of the day
	1830	Cocktail Party and Awards Banquet

- 6.2 No starting sequence will begin after 1400 hours. Friday, August 13.

7 MEASUREMENT

- 7.1 Every effort will be made by the Chief Measurer and the Measurement Team to make the measurement and inspection process efficient. Competitors, by understanding the measurement requirements, and by complying with the advice given below, will contribute to the efficiency of that process.
- 7.2 Boats must hold and present a valid Measurement Certificate and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules.
- 7.3 In particular, competitors are advised that the measurement and inspection process for 2010 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows, "Aluminum masts shall be filled with foam from the spreaders to the top of the mast."
- 7.4 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the Regatta. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules shall be available for inspection by the Measurement Team at the time of measurement. Please have the required gear available and with the boat prior to beginning the measurement process.
- 7.5 Competitors are advised that the Chief Measurer may make spot measurements and inspection of required equipment during the Championship.
- 7.6 Boats which have been measured in connection with their participation in the 2010 Women's/ Junior's/ Master's North American Championship at Metedeconk Yacht Club, will have completed the measurement process for the 2010 North American Championship, subject to the further provisions relating to spot measurements and inspections as specified above.

8 SAILING INSTRUCTIONS

- 8.1 The Sailing Instructions will be available August 7 at registration.

9 VENUE

- 9.1 Racing will be held on Barnegat Bay and only under special weather conditions will racing be conducted on the waters of the Wanamaker Course on Toms River.

10 COURSES

- 10.1 The courses will be windward – leeward, with a 0.75 to 1.5 nm weather leg length, depending upon the weather.

11 SCORING

- 11.1 Letter abbreviations for scoring shall be in accordance with RRS Appendix A11, per Class Rules VIII.4(a).
- 11.2 Per Class Rule VIII.4(b), each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point, second boat scores 2 points, and so on. "DNC", "DNS", "DNF" and "RAF" score points equal to one more, and "OCS", "DNE", "BFD" and "DSQ" score points equal to two more than the greatest number of boats eligible to start any race of the series (in any flight of the series, when it involves the Qualifying Series of the North American Championship). "RDG" scores points equal to the finishing position award her after a hearing for request for redress.
- 11.3 Per Class Rule VIII.4(c), each boat's score will be the sum of her scores for all races, excluding her worst score in the Qualifying Series only if 4 races are completed, and excluding her worst score in the Final Series only if 6 races are completed.
- 11.4 In the Qualifying Series, a minimum of 2 races are required to be completed to constitute a series. In the Final Series, a minimum of 1 race is required to be completed to constitute a series.

12 SUPPORT BOATS

- 12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course, including the start area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise designated in the Sailing Instructions.
- 12.2 Individual competitors may not use a support boat(s) at any time during the Regatta except as provided by the Organizing Authority.
- 12.3 The penalty for failing to comply with these requirements may be the disqualification of all yachts associated with the infringing support personnel.

13 BOAT STORAGE

- 13.1 All boats must be at the Regatta site by 1200 hours on August 8th, and remain there for the duration of the Regatta, except by written permission from the Regatta Organizing Authority.
- 13.2 Skippers will be permitted to dry sail their boats daily.

14 RADIO COMMUNICATION

- 14.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 14.2 The Sailing Instructions will specify VHF radio channel(s) that will be used by the Race Committee to communicate with competitors.

15 PRIZES

- 15.1 Prizes will be awarded to top placing skippers and crews in all divisions of the Final Series.
- 15.2 Perpetual Trophies will be awarded to the North American Champion and 2nd runner-up and third runner-up.
- 15.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.
- 15.4 The Swanson Trophy will be awarded to the highest scoring woman encourage Women skippers in the North American Championship.
- 15.5 The Swanson Trophy will be awarded to the highest scoring woman encourage Women.
- 15.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
- 15.7 The Elfman Trophy will be awarded to the highest placing Master skipper in the Championship who also skippered in the 2010 North American Masters' Championship.

16 DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the Regatta entirely at their own risk. See RRS 4, Decision to Race. The International Lightning Class Association and the Toms River Yacht Club will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during, or after the Regatta.

17 FURTHER INFORMATION

ILCA

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

HOST CLUB REGATTA ORGANIZERS:

Allan Terhune Sr, Co-Chair
732-349-8377
C: 908-910-6539
windekind@aol.com
Will Demand, Co-Chair
732-779-3477
will_demand@hotmail.com

Bill Warner, Co-Chair
732-779-8122
cranmoor@yahoo.com

2010 ILCA Women's/Juniors'/Masters'

North American Championship

August 2–6, 2010

METEDECONK RIVER YACHT CLUB

Brick, New Jersey

Notice of Race

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association (ILCA), in conjunction with the Metedeconk River Yacht Club (MRYC), and has been sanctioned in accordance with ILCA Bylaws.
- 1.2 The Regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS), and by The Rules Governing All Area Lightning Class Championships (Class Rules).
- 1.3 The following rules in the RRS will be changed and will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
 - 1.3.1 RRS 42.3(c), to allow certain types of pumping in accordance with Class Rule VIII 12.
 - 1.3.2 RRS 44.2, to allow a one turn penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset.
 - 1.3.3 Appendix A, to allow for different points for boats receiving “letter” scores, in accordance with Class Rules, Section VIII (see section 11, Scoring, see below for details). In addition, changes to points awarded for boats that tie in a race and the next placing boat, and breaking ties for the series, per Class Rules VIII.5.
- 1.4 The following Class Rules will be changed as follows:
 - 1.4.1 Class Rule VI, second paragraph is changed to up-date Portable Equipment requirements in accordance with Class By-Law VIII, 5.
 - 1.4.2 Class By-Law VIII, 5, b), 4), A) is modified to permit VHF communication from the Race Committee to the competitors.
 - 1.4.3 Class Rule VIII.3, will be modified to add: “A boat not finishing within a time limit of 15 minutes after the first boat to sail the course and finish, will be scored the number of boats that finished within the time limit, plus one (1). This changes RRS 35.
- 1.5 In accordance with RRS 70.5(a), decisions of the Protest Committee are final. US Sailing’s permission has been granted. If the requirements shown on [http://raceadmin.ussailing.org/Rules/No Appeal/Rule_70_5_a_Procedure.htm](http://raceadmin.ussailing.org/Rules/No%20Appeal/Rule_70_5_a_Procedure.htm) are not met, the decisions of the Protest Committee may be appealed.

2 ADVERTISING

- 2.1 This Regatta is designated Category C as defined in ISAF Regulation 20, restricted as follows: Advertising on hull only.
- 2.2 Boats will be required to display hull numbers supplied by the Organizing Authority.

3 ELIGIBILITY & ENTRY

- 3.1 The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday on before 12/31/10.
- 3.2 The ILCA Women’s North American Championship is open to all female sailors (skipper and crew).
- 3.3 The ILCA Masters North American Championship is open to all skippers who will have reached their 55th birthday on or before 12/31/10. Minimum combined age of skipper and crew is 130 years (as of 12/31/10).

- 3.4 Women, Junior and Master skippers must be ILCA Life, Active or Associate members in good standing. Crew must be ILCA Life, Active, Associate, or Crew members in good standing.
- 3.5 Eligible boats may enter by completing an entry form, available at <http://www.metedekonkriveryc.org> and sending it, along with the required entry fee, postmarked on or before July 23rd, 2010 to:
Jan Davis, ILCA Secretary
7625 So. Yampa St
Centennial, CO 80016 USA
- 3.6 Late entries will be accepted until 1600 hours Tuesday, August 3rd, with an additional late entry penalty fee of \$15.00 USD included (see 4.3).

4 REGISTRATION & FEES

- 4.1 Registration and measurement will be held from 1200 to 1800 hours on August 2 and 0900 to 1600 hours on August 3.
- 4.2 Required fees are as follows:

<u>Fleet</u>	<u>Entry Fee</u>	<u>Entry Fee After 7/23/10</u>
Women's	\$150	\$165
Juniors'	\$130	\$145
Masters'	\$150	\$165

An additional fee of \$5 will be charged non-US SAILING members.

5 QUALIFYING SERIES & FINAL SERIES

- 5.1 From this 2010 Women's, Juniors and Masters Championships, one or more skippers in each fleet, not previously qualified through their District, shall be entitled to enter the 2010 North American Championship Regatta in accordance with the following formula: one skipper qualifies if the fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc. (Class Rule XII.3).
- 5.2 The Women's Fleet will start with the Masters unless there are at least six Women's boats. Each fleet will be scored and qualify separately in accordance with Section 5.1.

6 SCHEDULE

- 6.1 Planned Schedule:

Monday 8/2/09	1200-1800	Registration & Measurement
Tuesday, 8/3/09	0900-1600	Registration & Measurement
	1800	Contestant's Meeting
	1900	Opening Ceremony
Wednesday, 8/4/09	1100	1st race of the day
Thursday, 8/5/09	1100	1st race of the day
Friday, 8/6/09	1100	1st race of the day
	1900	Awards Banquet

- 6.2 The Race Committee will hold no more than 2 races each day for the Masters. However, it may hold a 3rd race for the Women or a 4th race for the Juniors in order to make up races from an earlier day, or in anticipation of poor weather the following day.
- 6.3 No Warning Signal will be made after 1455 hours Friday, August 6.

7 MEASUREMENT

- 7.1 Boats must hold and present a valid Measurement Certificate and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules. The second paragraph of Article VI, 2 is deleted and replaced by Article VIII, 5 of the Class By-Laws.

- 7.2 In particular, competitors are advised that the measurement and inspection process for 2010 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows, “Aluminum masts shall be filled with foam from the spreaders to the top of the mast.”.
- 7.3 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the Regatta. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules & By-Laws shall be available for inspection by the Measurement Team at the time of measurement.
- 7.4 Competitors are advised that the Chief Measurer may make spot measurements and inspections of required equipment during the Regatta.

8 SAILING INSTRUCTIONS

- 8.1 The Sailing Instructions will be available on August 2 and 3 at registration.

9 VENUE

- 9.1 Racing will be on the Barnegat Bay east of Green Island and only under special weather conditions will racing be conducted on the Metedeconk River.

10 COURSES

- 10.1 The courses will be windward-leeward.

11 SCORING

- 11.1 Abbreviations for scoring shall be in accordance with RRS Appendix A11.
- 11.2 Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point; second boat scores 2 points, and so on. “DNC”, “DNS”, “DNF” and “RAF” score points equal to one more, and “OCS”, “DNE”, “BFD” and “DSQ” score points equal to two more than the greatest number of boats eligible to start in any race of the series. “RDG” scores points equal to the finishing position awarded her after a hearing for request for redress..
- 11.3 Each boat’s score will be the sum of her scores for all races, excluding her worst score only if 6 or more races are completed. The boat with the lowest total score wins. This changes RRS A2.
- 11.4 One race is required to be completed to constitute a series.

12 SUPPORT BOATS

- 12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course, including the starting area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise designated in the Sailing Instructions.
- 12.2 Individual competitors may not use a support boat(s) at any time during the Regatta unless such support is available to all competitors or is authorized by the Race Committee.
- 12.3 The penalty for failure to comply with any of these requirements may result in disqualification of all boats associated with the infringing support personnel.
- 12.4 Boats should not sail unescorted through the Mantoloking Bridge.

13 BOAT STORAGE

- 13.1 All boats must be at the Regatta site by 1400 hours on August 3rd, and remain there for the duration of the Regatta, except by written permission from the Regatta Organizing Authority.

14 RADIO COMMUNICATION

- 14.1 Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 14.2 The Sailing Instructions will specify VHF radio channel(s) that will be used by the Race Committee to communicate with competitors.

15 PRIZES

- 15.1 Prizes will be awarded to top placing skippers and crews in each of the Women's, Juniors and Masters fleets commensurate with the number of entrants.
- 15.2 Perpetual Trophies will be presented to the North American Champion in the Women's, Juniors, and Masters fleets.

16 DISCLAIMER OF LIABILITY

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

17 FURTHER INFORMATION

- 17.1 For further information contact:

ILCA

International Lightning Class Association
Jan Davis, Executive Secretary
7625 South Yampa St
Centennial, CO 80016 USA
303-325-5886
office@lightningclass.org

HOST CLUB: Metedeconk River Yacht Club:

Jody Lutz, Regatta Chairman
88 Sandy Point Dr
Brick, NJ 08723
732-684-0956
C: 908-910-6539
jody@northflags.com



2010 Lightning North American Championship Women's, Juniors' and Masters' OFFICIAL ENTRY FORM

Event

- ☐ Women's Championship
☐ Juniors' Championship
☐ Masters' Championship

Boat Information

Sail# _____
Hull # _____
Hull Color _____

Boat will be entered in the 2010 NAs **YES** **NO**
(Information needed for assignment of bow numbers and parking location)

Skipper

Name: _____ Age*: _____
Address: _____
Email: _____ Cell Phone: _____
ILCA Member: _____ *(Life, Active or Associate Member)* Birthdate: _____

Crew

Name: _____
ILCA Member: _____ *(Life, Active or Associate Member)* Age*: _____
Email: _____ Birthdate: _____
ILCA Member: _____ *(Life, Active or Associate Member)* Age*: _____
Email: _____ Birthdate: _____

* For Masters': Skipper must be at least 55 years of age on or before 12/31/2010; total crew age must total at least 130 years on or before 12/31/2010.

* For Juniors': Neither the Skipper nor Crew shall have attained his/her 20th birthday by 12/31/2010.

WAIVER: I agree to abide by the regulations and sailing instructions for this event. In consideration of the acceptance of this application for entry in the 2010 Lightning Women's, Juniors' and Masters' North American Championships, being knowledgeable of the risks of competitive sailing and knowing that it is my sole responsibility to decide whether to enter or continue any race, I voluntarily assume the risk of participation in this event and release the ILCA, Metedeconk River Yacht Club, Lightning Fleet 34, and/or the regatta Race Committee (including their officers, employees and affiliated volunteers) from all liability in connection with any injuries or damages suffered by participants and/or visitors, or their boats or equipment arising from any act or omission, either negligent or otherwise by any person or entity. *(Advise your insurance agent of this release of responsibility.)*

Signature of Skipper: _____
(All Skippers must be on hand no later than Tuesday, August 3, 2010, 1200 hours EDT)

Signature of Parent or Guardian: _____
(If Skipper is under 18)

Entry Fee:	Women's	\$150	
	Juniors'	\$130	
	Masters'	\$150	\$ _____
	After 7/23/2010 add:	\$ 15	_____
	Non-US SAILING member fee add:	\$ 5	_____
	TOTAL		\$ _____

Mail to:

Executive Secretary
International Lightning Class Association
7625 South Yampa St
Centennial, CO 80016 USA

Please Donate and Support the Lightning Class

You Can Make a Difference

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

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

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

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

* Name: _____ *Address: _____
* City: _____ State: _____ * Zip Code: _____ * Country: _____
* Home Telephone: _____ * Email: _____

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

ILCA Fund \$ _____ History Fund \$ _____ Limbaugh Fund \$ _____ Boat Grant Program \$ _____

Total: \$ _____

* Card Number:

* Expiration Date: /

* Name on Card: _____

*** Required for credit card processing.**

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

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





#1 Lightning Builder for the last 20 Years

For over 20 years Nickels Boat Works, Inc. has been building boats using superior workmanship and the highest quality parts to ensure a lifetime of use.

~Long lasting construction~

Every boat is hand made to your specs. We use hand laid and chopped fiberglass construction with particular attention to fit and finish.

~Dedication to Detail~

Every piece of each boat is designed and built with the utmost care and precision

Performance - Price - Passion

Nickels Boat Works, Inc.

1871 Tower St
Flint, Michigan 48503
810.767.4050 810.767.4060 fax
www.nickelsboats.com



ryan@nickelsboats.com — or — hugh@nickelsboats.com

Central Atlantic District 2010 Calendar

- June 12 BBYC Annual Regatta
- June 18–20 Central Atlantic Districts–LEHC
- June 19–20 Governor's Cup–Riverton
- July 31–August 1 Heart Cup–OCYC
- August 2–6 WJMS at Metedeconk
- August 8–13 North Americans at Toms River
- August 14–15 Down Bay Regatta–LEHC
- Seotenber 11 New Jersey States–OCYC
- September 25 Manahawkin Bay Cup–OCYC



Ready Built Display Model

LIGHTNING CLASS ONE DESIGN RACER

Can be purchased on our website!!

Model Dimensions:

19" LOD x 34" H x 6 3/4"

Shipping Weight: 7 lbs.

Price: \$178.95

Flat Rate Shipping to

48 Contiguous States: \$10.00



Replicates pre-1964 boat with dark blue hull and Dacron sails
Sorry, no custom colors or other modifications

SPECIAL FEATURES INCLUDE: Great price, hand-planked hull over frames, finished in hand rubbed enamel, varnished brightwork, varnished wood floor boards and thwarts, sails pre-hanked to spar, Class symbol on mainsail, accurate standing and running rigging, movable tiller and rudder, interior ribs, and more.

SOME ASSEMBLY REQUIRED: To save cost, this model is shipped with its mast down. Rigging and the sails are pre-attached simplifying the rigging process. They are pre-measured and hooked in place. Detailed instructions are furnished.

Sold by a former crew from the Chicago Fleets back of the 1950s.

Buy easily off our website.

<http://landandseacollection.com/id554.html>

or call 561-799-5037 8:00 AM–6:00 PM East Coast Time

Land And Sea Collection

1320 Tidal Pointe Blvd

Jupiter, FL 33477

Copyright 2010 Land And Sea Collection™, All Rights Reserved

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

MEMBERSHIP DUES for the 2010 Season

Active Membership with Paper Flashes & Yearbook on CD	\$ 57
Active Membership with e-Flashes & Yearbook on CD	\$ 45
Associate Membership (non-Boat owners) with Paper Flashes & Yearbook on CD	\$ 38
Associate Membership (non-Boat owners) with e-Flashes & Yearbook on CD	\$ 26
Crew Membership with Paper Flashes	\$ 22
Crew Membership with e-Flashes	\$ 10
Hardcover Yearbook(s): Number of copies: _____	\$20 before June 1, 2010 \$25 after June 1, 2010

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

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

ADDITIONAL MEMBERSHIPS

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

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

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

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

Donate to the **History Fund** \$ _____

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

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

Total Due to the ILCA: \$ _____

* Card Number:

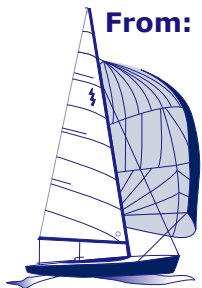
* Expiration Date: /

* Name on Card: _____

*** Required for credit card processing.**

Send your membership form and check to:

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



**From: The International Lightning Class Association
7625 So Yampa St
Centennial, CO 80016**

Classifieds

[SEE THE WEBSITE FOR MORE DETAILS ON BOATS, SAILS, OTHER](#)

15379 Nickels. Loaded with virtually every option, stored last two winters in a heated facility, like new condition. Light grey deck with white hull North Fisher Main and Jib and R2 Spinnaker, set of North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer with all options. 303-321-1350 jerry@crestintl.com

15279 Allen, "Blue Jacket" 2 suits North sails, 1 used only for 2009 Worlds, Bryant Spars. Fabricraft 2 piece traveling cover. Carbon fiber hiking stick, mini tac-tick compass/timer. Custom Allen trailer - 3,500lbs axle - 15 in tires, mag wheels suitable for double decking. Full deck mooring cover, rudder and mast covers, \$18,000 Jim McIntosh 315-589-8138 jmcintosh2@rochester.rr.com

15221 Nickels 2004 Fully loaded. Dry sailed. Light grey deck with white hull and white rubrails. Dual side controls. Mainsheet internal/ external. North Sails (Fisher): main, jib, and R2 spinnaker. Second set of North sails. Bulkhead compass. North Sail: (i) Travel/ Mooring Cover (top and bottom), (ii) Mast Cover, and (iii) Full Rudder Cover. Includes Long Tongue Trailer. Hampton, Virginia. \$14,500.00. Greg at 757-754-2389 or vasail@yahoo.com

14927 Nickels Fully loaded. Boat is in excellent condition. Dry sailed only in fresh water, stored indoors in winter. White deck with white hull. Dual side controls. 2 full sets of North Sails included. Tack/tick compass. Travel/ mooring cover (top and bottom), mast cover, rudder cover. Galvanized trailer with front mast stand, steel fenders, lights, extra tire. New Jersey, \$10,000. Milan at 609-240-4649 or milan.tweardy@comcast.net

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, John Townsend, townsend@drs-c3.com. \$9,600

14786 Allen. Good Racing record and Excellent Condition. Full racing equipment. North Sails MJS, cover, Trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. \$12,000 Jon Schwartz smoothsail@hotmail.com 732-241-6660 Red Bank NJ

14781 Allen- White hull , grey deck, galvanized Allen trailer, stainless board, excellent condition, North Sails, fresh water sailed, low mileage, stored indoors, minimum weight, price reduced to \$10,500, Kirk @ 315-685-5149 or reyno685@yahoo.com

14702 Nickels. White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. New M-5 main used once, jib and spin used. ss board. All controls on foredeck. Jib halyard on centerboard trunk. Spin Halyard at center board trunk or skipper. 7,500. Sam Booke sbooke@hotmail.com 704-358-0407, Charlotte, NC.

14684 Allen. White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Bill Johns (305)495-3832 bjohns@rmsas.miami.edu

14657 Nickels. White hull with gray deck. New Bryant mast. Foredeck controls, twings and hooks, outboard and inboard jib tracks. Full set of sails in good shape. Mooring cover only 3 years old, and bottom cover in excellent shape. This boat has an excellent race record. \$8500 Justin Proctor, jproctor@zoominternet.net or 330-421-2650

14652 Nickels, "race ready". 1 main excellent condition and 1 spinnaker never used, misc older sails. Galvanized trailer, trailer cover (good condition), Dry mooring cover (average condition), Tack-Tick Micro Compass. Price is \$8,500. Very clean boat always sailed in fresh water and stored indoors. Paul Nagel at Nagel@tir.com or (248) 334-1959.

14650 Intermountain. Composite hull, stiff & light, white hull with grey deck, stainless board, 700lbs with correctors,

sails North and Shore, new hiking straps, new Sailors Tailor cover, tapered glass spinnaker pole, tiller with x-10 extension, rudder/tiller bags, mast cover, all go fast controls, Nickels galv trailer with wide bunks, ready to race, \$7300, Toronto, Ontario, delivery to Buffalo possible, Phil 416-779-0857, pjager@htxgroup.com

14505 Nickels, light gray, red and blue boot, excellent condition with all the latest go fast controls. Lightly used North-Fisher J, M, still very crinkly, Goldsmith spinnaker, rudder cover and new mast cover. Nickels galv trailer with excellent tires and new wheel bearings with bearing buddies. Photos. \$8,500 also have many other preowned Lightnings, call to see what's in my barn. Contact Joe Dissette, Mich. 989.631.2133 dissettesail@chartermi.net

14438 Allen - White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 sets of Shore sails, one set with only light use. Fresh water boat, Lake Champlain VT. Light use for infrequent fleet racing. Galvanized Allen trailer with wide bunks. \$6600 Peter Tourin ptourin@sover.net 802-899-4008

14434 Nickels. In very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Asking \$6,000. Rhode Island. Rick 401.749.3165 Photos

14397 Nickels Race rigged and ready to go. Slightly faded aqua deck with white interior and white hull with stainless steel centerboard. Dual side and deck controls. North Sails M & J, S by Shore. Envelope style travel cover, a mast cover and cockpit style mooring cover. Galvanized trailer, and spare tire. Bottom re-faired by Guck in 2001 weight 700lbs w/ 5-8 lbs of correctors. Rochester, New York. \$5,500 or offer. Alan at 585-734-8742 or alanmc_at_miletrax.com (change _at_ to @)

14310, Nickels, white, bottom refaired and painted 2001, Allen galvanized trailer, custom top trailing cover, full drysailing cover, 2 suits of North sails, boat has not been sailed for 5 years, in good shape, located in MA \$5000.00 Eric: 978-424-5835 or ericcutting@yahoo.com

14147 Nickels Three sets of sails. One racing and two practice. Two spinnakers. Mooring cover (one year old) Travel, mast and rudder covers. Light bar. Trailer. Race ready.\$6000. Mike Moody ph# 517-974-3549 email: turfineservices@gmail.com

14061 Nickels, excellent condition, all white with blue boot and deck band. All go fast controls, 2 sets North sails, 1 set very light use, 1 for club races. Tack Tick compass and new lines, mast & rudder covers, galv trailer, wide bunks, new bearings & tires 2 yrs old. \$7,300 Joe Dissette MICH 989-631-2133 Photos available dissettesail@chartermi.net

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

13859 Nickels - White hull with white deck. Good condition. Trailer, Mast cover, travel cover and rudder cover. Newer full length hull cover. North MJS. Plus a new jib that has only been used twice. And a new main that has only been used about 10 times. Photos available. \$4000 Ed Starback, estarback@gmail.com or 248.755.3128

13667 Allen, good condition. white hull, white and yellow deck. SS centerboard, Mahogany rudder/tiller. Two sets used sails and spinnaker. new main halyard, all lines/rigging good condition. Aft Self Bailers need re-rigging. Dual side controls, compass, padded hiking straps. Lowboy trailer in good condition however not registered. Newer Mooring cover, dry stored. \$3,200.00 Chesapeake Md. Contact Douglas Fletcher 610-724-5247 Fletchrins@aol.com

13624 Carson, in good condition for its age. The bottom is sealed with VC17, the boat can stay in the water for a long period of time. It comes with 3 suits of sails and 2 Spinnakers.

Covers for: cockpit, mast, rudder, and deck. The trailer is in good condition. \$3,000 obo. After 6pm 215-675-2416 or cell 215-317-9407. blenahan@verizon.net

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

12428 Eichenlaub. New Bryant Spar. New rudder, stainless centerboard, heavy duty double-decker trailer (top deck not included), sails and 2 spinnakers, dry-dock/mooring cover. This hull was fast (still is). Needs glass work - deck is bubbled, dings in hull, self-bailers need to be replaced. Denver, Colorado. \$3,000. Brad Hamilton - 720-635-5655. brad_hamilton@hotmail.com

11278 Allen. Light blue hull white deck. Active racer in great condition. Lots of rigging upgrades, new mast last year. 2 sets of North sails , one excellent. Trailer with spare. New North travel cover (top and bottom) and additional mooring cover. Price \$2500. Croom Maryland. John Gastright at (301) 579-6455

11117 (fiberglass) Allen, with Allen trailer. White hull and deck. Bryant Oval Alum mast, boom and spinnaker pole. Mahogany rudder and stainless steel centerboard. Upgraded: rolled deck, quick release turn buckles, 2 compasses, cherry splash rails, below deck jib, new dolly wheel. Rudder cover, windex, canvas cockpit cover, tiller extension, hiking straps, 2 paddles, Danforth anchor. 4 jibs, 3 mains, 2 spinnakers (fisher, north, FOGH). The boat is in very good condition. Stored indoors since 2003. \$2,750. Chuck Ackerman Grand Island, NY.(h) 716-773-4246 (c) 716-861-3632 E-mail: bears-ship153@verizon.net

10892 Allen Oval spars, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill_weiss1@juno.com.

10705, glass /wood seats/ss cb/ 3 suits of sail/trailer/oval rig and boat cover. Many upgrades and water ready. \$2500. Contact: John (Mick) Barnes at Jabarnes1@aol.com.

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

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

7286 Wooden Lightning 1959 J J Taylor and sons Toronto, Ontario, Canada. Custom width Allen trailer made in 2005. 2006 Allen Boat Co. did all the deck hardware. 2 sets of sails. Over \$11,000.00 invested and asking \$6000.00. Ken Lambert, Ontario, CA 905-894-3452 klambert@bell.net

7216. Wood Lightning since 1955 fresh water. Blue hull 2 suits of sails, spinnaker. Pictures available. Trailer & dry storage cradle included. At Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h)wdever@nycap.rr.com

Classified Advertising Policy for ILCA Flashes and website

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

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