



NIGERIAN NATIONALS

Gary Schwanz



Ssssshhh!!!! Don't tell anybody we're having this much fun in Lagos, Nigeria.

The Lightning Class held its annual National Championships at Lagos Yacht Club (not Yatch club like the shirts said; however, Yatch is how some locals pronounce it). Five races were run on Saturday and four races on Sunday, May 15–16, 2010. Scott Laidlaw, Class rep and head organizer extraordinaire, set forth a weekend to be remembered, by those who can, and sponsored by Heineken Nigerian Breweries for those who drink Star and other products.

In Nigeria the Lagos Yacht Club is the number one consumer of the small green bottles of Heineken and is proud to have them as our sponsor. The winners of the Sunday after-awards dance competition are probably of more interest than the race winners—at least if one was to judge by postings on Facebook the following week. I've spent more time on Facebook since the Nationals than I have in my lifetime before Nationals. Thank goodness they only posted the good pics. Please do check the pictures for the crew try-outs for the next week's races.

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Now let me tell you about Lightning Nationals in Nigeria. As expatriates from around the world, we had many countries participating, including sailors from England, Scotland, Ireland, South Africa, France, USA, and Nigeria, but we were all from Nigeria as members of LYC for this weekend of sailing Lightnings. Steve Davis and Skip Dieball came in 2007 to help us prepare for the Lightning Worlds in Greece, so they know we can throw a pretty good party—and have some decent sailing. The event starts with Friday night sign-in, collection of sponsors' shirts, hats, duffle bag etc. Thank you Leslie Sutin and Nancy Overfield for coordinating. That was followed by a brief competitors meeting, prediction of winds and tides, and careful trash talk on who will do what the next two days of racing.

Races started on Saturday at noon for two classes, the true Lightnings and the 'original' Lagos Yacht Club woodies called Tarpons, locally-built Lightning hulls rigged with overlapping genoas. Sunday was planned for offshore racing for Lightnings only, provided we had adequate safety boat coverage and no storm clouds on the horizon. Saturday races were held in the harbor with courses set to minimize interference from ship traffic. Lagos is a busy harbor. Only three ships wreaked havoc in the races held Saturday. One tanker was towed by tugs and had the audacity to back over our windward mark. However, our able Race Committee set a temporary mark to minimize the danger, which allowed the race to finish.

Winds were light to medium, maybe 8 to 12 mph, and we completed five races in the afternoon, thanks to Officer of the Day Stuart Jones and his Race Committee team.

—continued on page 5

President's Column

Brian Hayes, Sr.

Why are you reading this?? It's summer, and you should be sailing, not reading inane columns written by me! For goodness sake, even I am finding the time to sail the Lightning, and, for sure, I'd rather be sailing than writing this column!!

All right. If you insist on wasting your time reading this, I might as well try to sell you on an idea, so here it goes.

Beg, barter or steal (well, just beg and barter), pack up your crew, wife and kids, find a great lodging deal, and get yourself to the NAs or WMJs in New Jersey. Here's my top ten reasons you should go to the NAs this year:

- 10 Toms River and Metedeconk River Yacht Clubs are great clubs with all the things we love as sailors: breeze, bar and beach (nearby!) and a great group of people.
- 9 Steve and Jan Davis will be there.
- 8 If you go to the WMJs, you can see Jody Lutz in the uncomfortable (and highly stressful) role of WMJ Regatta Chairman and MRYC Commodore. With any luck, you might see him with a hair or two out of place.
- 7 Jim Carson will be there.
- 6 You get to test your new 3/8" safety line with daily, relaxing tows to the race course while you sip your coffee and dream of victory!
- 5 Tito Gonzalez, Juan Santos, Carlos Lecaro and several other international teams will be there.
- 4 You get to sail in on a beautiful spinnaker reach/run in forecasted 15 mph breezes and get a chance to qualify for the 2011 Worlds in Buzio, Brazil.



- 3 Scott Finkboner, Jeff Coppens and other teams will be traveling from California to be there.
- 2 The Jersey Shore is a great family vacation spot and a great vacation value—clean beaches, the boardwalk and great sailing conditions. Sounds perfect!

And the Number 1 reason: It won't be the same without you and will be way better with you!! So make plans to join us at the WMJs and NAs!!

On a completely separate note. As my time winds down in serving the Class in my current role (can you say "lame duck"?), my chances to use this column as a vehicle to spread my messages or thanks is running short. So, on that note, this month I'd like to recognize and thank my friend, Dr. Georges Peter, for his continued support of both myself and the ILCA.

Georges and I met some twenty years ago when his daughter Allison frequently crewed with me. Throughout the years Georges and I have shared the helm of his beloved 14688, "Mouette," with Georges sailing many of the local and "Masters" events, while I have driven the boat at many venues throughout the US. I think we have both had our fair share of success. I hope Georges feels the same way I do that our partnership has been mutually beneficial, but I certainly feel that I am the one who has benefited the most. It would be great if one of these years we could somehow convince "Mouette" that she needs to win the NA Masters and NAs in the same year with two different skippers. What do you say Doc? Maybe this year?? (I can dream, can't I?).

See you all at the NA's (if not sooner!!!).

NAs/WJMs—Who's Coming

If you are planning on racing in the WJMs and/or the North American Championship this August, please add your name to the "Who's Coming" list:

NAs: <http://www.lightningclass.org/racing/calendar/eventWhoscoming.asp?ID=259>

WJMs:

Women's: <http://www.lightningclass.org/racing/calendar/eventWhoscoming.asp?ID=297>

Juniors': <http://www.lightningclass.org/racing/calendar/eventWhoscoming.asp?ID=298>

Masters': <http://www.lightningclass.org/racing/calendar/eventWhoscoming.asp?ID=299>

This helps the organizing committees with their planning. Thank you.

NAs banquet and lunch reservations <http://www.lightningclass.org/racing/calendar/schedule-info/2010/NASocial.pdf>

Follow the ILCA on Facebook and Twitter



Official Notices

The next meeting of the Governing Board of the International Lightning Class Association will be held Sunday, August 8, 2010, at 9:30 AM in the Toms River Yacht Club bar at the North American Championship Regatta.

The Annual Meeting of the International Lightning Class Association will be held Monday, after racing, at the Toms River Yacht Club at the North American Championship. Exact location will be posted on the Official Notice Board.

Safety Line amendment passes, effective May 1, 2010 (pending approval by ISAF).

At the Winter Meeting of the ILCA the amendment regarding safety line (see below) was voted on by the general membership and passed. This ruling will be in effect starting May 1, 2010, and will apply to all sanctioned Lightning events as well as events or series that utilize the Lightning Class rules.

ILCA By Laws

ARTICLE VIII – RACING RESTRICTIONS PORTABLE EQUIPMENT

a) Mandatory

- i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. The line shall be 3/8 inches (9.525mm) in diameter. It shall be made of Nylon or Dacron. Exotic materials or polypropylene are not acceptable. This line is to be a safety line to serve as towing as well as anchoring line. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.

ISAF approved language to be voted on at the Annual Meeting in August at the North American Championship.

ILCA By Laws

ARTICLE VIII – RACING RESTRICTIONS PORTABLE EQUIPMENT

a) Mandatory

- i) A fluke-type anchor weighing not less than 1.8 Kg(4lb) with a line attached not shorter than 15.24m (50 Feet). The line shall be a minimum of 9.525mm (3/8inches) in diameter and it shall be made of Nylon or Dacron. This line shall be used only for towing or anchoring. Alternatives may be prescribed in the Notice of Race or Sailing Instructions.

ICSA All-Americans

On June 8, 2010, the Intercollegiate Sailing Association of North America announced the 2009/2010 All-American Sailors. Two ILCA Boat Grant Alums were honored, including Clinton Hayes (of UVT) and Will Brown (of Brown), who made the All-American Team. Among the Honorable Mention Co-Ed Skippers is Zeke Horowitz, former Florida District Lightning youth representative and 2007 Lightning Junior North American Champion, Fred Strammer (of Brown). Strammer also placed second at the ICSA Singlehanded Nationals held in Corpus Christie, Texas, this past fall. Also of note was the Women's Honorable Mention selection of Emily Dellenbaugh (of Brown) and the Women's All American selection of Rebecca Dellenbaugh (of Dartmouth). Rebecca and Emily are the daughters of Lightning World Champ David Dellenbaugh. Each of these sailors were also selected to the New England Intercollegiate Sail Association All New England Co-ed and Women's teams respectfully.

When you see them at the next regatta, be sure to salute!

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

2010

Spring Classic **1,2,3,4,5**

Long John **1,2,3,4,5**

So. Circuit - Miami **1,2,4,5,6,7,9,10**

So. Circuit - Savannah **1,2,4,5,6,7,8,9,10**

So. Circuit - St. Pete **2,4,5,6,8,9,10,11,12,13**

So. Circuit - Overall **2,3,4,5,6,7,8,9,10,11,12,13**

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Spinnakers out front



—continued from page 1

The Saturday evening highlight was a tasty dinner provided for all competitors, a live band with a super saxophone and somebody's wild idea that brandy shots were needed to prime teams for the next day's racing. We will need to reconsider that next year!

Sunday greeted us with pleasant wind, but there were dark clouds offshore and multiple problems with motor boats for offshore safety coverage—those silly motor things are a problem when they don't work. I'll stick to sails and my Lightning with no motor, thank you very much.

Four races were held in the harbor and two races across the shipping lanes. Unfortunately, big boat tankers caused the fleet to divert course and ensure no violation

of Rule 23, which requires boats to remain behind or at least 500 meters ahead of the path of any large tanker. Maintaining composure and good position after letting the big boat pass was key to finishing well, after what amounts to a restart after passing the big ship. The critical race was Race 6, a race where making the windward mark cleanly against the current determined the National Championship. A protest lost by the then leading boat reset the results.

Award ceremonies on Sunday afternoon were followed by great music provided by DJ Jos Kruijt and great dancing lead by Leslie Sutin. Lagos Yacht Club has a long standing rivalry between the Hobie and Lightning fleets, but with music from the son of Hobie, I will state that the dance winners were the Leslie led Lightning lasses! See the dancing with the stars photo on the cannons.

Lagos Yacht Club likes as many winners as possible on any given weekend. Thus, competitors are allowed to win only one trophy. Overall 1st, 2nd, 3rd trophies are awards given for the National Championship, and individual race winner trophies are given to the highest finisher not having won another trophy. It's complicated, but it's Lagos, and it gives a lot more recognition for good sailing shared throughout the fleet.

Congratulations to the overall winning teams (26 boats competing):

- Mike Barnes (defending champ)
- Charles Weller, Ken Aitken-3rd, father and sons team and, I must say, Hobie champ
- David Kruijt, Josh and Nick Kruijt-2nd;
- Gary Schwantz, Ingo Matenaar, Keri Solon-Champs! See the full results for individual race winner highest finishers.

The Tarpon winners (7 boats competing):

- Mike Stovold, Monique Kibara, Judith Wheeler-3rd;
- David Middleditch, Simon Conway-Jarret-2nd;
- Peter Kolev, Ken Spurling, Guillaume le Bourdon-1st.

The next major Lightning event at Lagos Yacht Club will be the European Championship, October 11-15. Teams are now signing up, and we look forward to having even more fun hosting our friends from the 'northern part' of Europe.

Lagos Yacht Club



Heineken sunset



Lightning dancers on the cannons



Pos	Sail #	Boat	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	15326	Mistique (T71)	Gary Schwanz	Keri Solon Ingo Matenaar	5	2	8	3	6	1	9	1	(11)	35
2	15324	Fat Boy (T69)	David Kruyt	Josh Kruyt & Nick Kruyt	11	4	1	2	(14)	6	1	6	6	37
3	15421	Orieoda	Mike Barnes	Charles Weller Ken Aitken	1	1	3	4	12	28/ DSQ	12	2	4	39
4	T64 (15273)	T64 Scud	Bob Overfield	Steve LeBlanc Sam Sutin	3	7	9	7	1	2	7	3	(18)	39
5	15274	Now Now (T65)	Julian Calvin	Paul Gillett Ogale Odudu	6	3	5	1	8	4	5	(13)	9	41
6	15267	Shango (T61)	Steve Chapman	David Jones, Hakon (Sat) Alan Parke (Sun)	10	5	6	8	7	5	2	(11)	1	44
7	T60	Otitan Dara (15270)	Jachym Rudolf	Graham Gips Kristiann Gips	4	10	4	(15)	3	11	3	8	8	51
8	15235	Lagoon Express	Juan Charier	Hughes Mathonnet Eric Delattre	2	(18)	10	6	4	16	6	16	5	65
9	T63 (15271)	Lizard	Philippe Elbez	Yariv Baram Arnaud Ruscher	(18)	9	12	18	11	9	10	7	3	79
10	15323	Whirlwind (T68)	Scott Laidlaw	Franz Sauermann Rob Kerscher	7	13	11	9	(19)	12	16	5	7	80
11	T56	Kiwi Magic (14448)	Helmut Braun	Dolly Braun Sigmund Nemeti	9	27/ DNF	2	16	9	10	27/ DNF	4	10	87
12	T51 (14929)	Standfast/ BG Spirit (T59)	Warren Walhaug	Niall Wallace Anna Edris	17	6	7	10	27/ DNF	18	8	10	14	90
13	15340	Odyssey (T72)	Doug Gratwick	Bob Bielinski Kurt Solon	15	12	16	(23)	13	14	15	9	2	96
14	T57 (14549)	Spellbinder	Avy	Carlos, Ilsa	8	11	21	(24)	2	15	11	17	15	100
15	T58	Never Say Never (14928)	Laurent Couderc	Dudley Wang Stephanie Herrington	12	8	17	(20)	5	17	17	12	13	101
16	T50	Twister (13753)	Tom Cardale	Les Wood Henry Meyer	14	14	15	14	15	8	4	27/ DNF	29/ DNC	111
17	T41	Suzy Tee	Eric Roper	Hannes Meintjes Wesley Abourizk	13	28/ DSQ	14	5	16	13	18	20	12	111
18	15325	Easy Life	Richard Leek	Karl Craven Laurence Sams	(20)	20	13	12	18	3	19	15	16	116
19	13527	Bavaria (T37)	Nick Headley	Charles Wheeler David Higgs	16	19	19	11	10	7	(20)	18	17	117
20	T49	Lady Eleanor (13756)	Philip Claxton	Allen Green Bart Classen	22	21	(24)	17	17	19	13	19	19	147
21	T52	Golden Girl (T66)	Kevin O'Farrell	Ted Coventry Syd Warburton	25	16	22	21	27/ DNS	21	31/ DSQR 23	14	27/ DNF	177
22	T62	Constant Care (15268)	Andrea Case-Rogers	Lynn Obray Brenda Chapman	23	22	23	27/ DNF	29/ DNC	22	21	21	20	179
23	T54	White Swan (14166)	Uche Akuneme	Senki Emmanuel Nenye Akuneme	19	17	18	13	27/ DNS	29/ DNC	29/ DNC	29/ DNC	29/ DNC	181
24	T51	Steadfast (13753)	Tony Bowles	Sola & Dennis	21	15	20	19	27/ DNS	29/ DNC	29/ DNC	29/ DNC	29/ DNC	189
25	T47	Turtle	Mike Stovold	John Yule & Colin Wilson	29/ DNC	29/ DNC	29/ DNC	29/ DNC	29/ DNC	20	14	22	21	193
26	T49	White Star	Rob Penny	Elizabeth Hasselgren & David Davison	24	23	25	22	20	29/ DNC	29/ DNC	29/ DNC	29/ DNC	201



Champion Gary Schwantz, Keri Solon, Ingo Matenaar

Tarpon Results

Pos	Sail #	Boat	Skipper	Crew	R1	R2	R3	R4	R5	Total
1	T29	Tamanko	Peter Kolev	Ken Spurling & Guillaume le Bourdon	2	(8/DNS)	2	2	1	7
2	T9	Thalia	David Middleditch	Simon Conway-Jarrett	1	(9/DSQ)	1	1	8/DNS	11
3	T18	Tondelayo	Mike Stovold	Monique Kibara & Judith Wheeler	3	1	4	5	(8/DNF)	13
4	T27	Windgat	Hans Vos	Ron Leichsenring	4	(8/DNS)	3	3	8/DNF	18
5	T1	T1	Andrew Pryce	Peter Crabb + ?	8/DNF	(9/DSQ)	9/DSQ	4	2	23
6	T28	Jacana T5	Chyke	Tim	5	8/DNS	(9/DSQ)	6	8/DNS	27
7	T13	Thistle	Neil Cathmoir	Alexandra Cathmoir & Sarah Hollingworth-Palmer	8/DNF	(10/DNC)	10/DNC	10/DNC	10/DNC	38



Champion Peter Kolev, Ken Spurling and Guillaume le Bourdon



Hernando DeSoto Regatta

Delta Sailing Association—Fleet 274—Memphis, Tennessee

May 15–16, 2010

Carl Panetta



Delta Sailing Association Lightning Fleet 274 opened their 2010 sailing season with the annual Hernando DeSoto Regatta. The regatta continues to be a spring tradition in the midsouth.

This year we had two Mississippi Valley District colleagues from Nashville join our five local boats. Saturday morning started out with a nice light breeze. As is common with the morning breeze, it was a bit fickle, i.e. shifty, convert-

ing a traditional windward/leeward course to a bit more challenging configuration—at no fault of the RC who did their best to adjust the legs to fit the shifts. Overcoming these challenges, due to more than a few years of experience in these lake breezes, Crit Currie Jr. finished strong, taking first.

As the morning breeze died, we came in for some lunch and socializing. With the afternoon breeze filling, the Race Committee got off the next two races. Bill Killebrew pulled in a nice first in the second race, while Bill Baxter Jr. finished a strong first in the third race.

That evening everyone met at the local Japanese steak house to catch up after the winter.

Sunday morning came with more light lake breezes, and the fourth race was finished just before the breeze faded, with Bill Killebrew taking that race, along with the regatta.

Congratulations to Bill and his regular crew, Mike Osborne who was joined by Trevor McKibbin, a local first-time sailor. Trevor was “politely” told that by starting at the top, the only direction to go was down! The Currie family continued to show their Lightning sailing skills, with Crit Currie Jr. finishing second and Brad Currie finishing third in the regatta.

Delta Sailing Association’s fall Cotton Pickin’ regatta, which is also a part of the second annual Southwest Lightning Circuit, is September 18 and 19. Make plans to join Lightning sailors from the Texas, Southern, and Mississippi Valley Districts at this stop in the circuit.





Hernando DeSoto Regatta 2010

Delta Sailing Association, Arkabutla Lake

Results are final as of 22:11 on May 19, 2010



Overall

Sailed: 4, Discards: 0, To count: 4, Entries: 7, Scoring system: Appendix A

Rank	SailNo	HelmName	CrewName	Club	R1	R2	R3	R4	Total
1st	15308	Bill Killebrew	Mike Osborne, Trevor McKibbin	HIYC	2	1	3	1	7
2nd	14666	Crit Currie, Jr.	Tim Ryan, Keith Councill	Delta Sailing Association	1	4	2	2	9
3rd	15100	Brad Currie	Nate Currie, Rich Hall	Chautauqua Institution	3	2	4	3	12
4th	14488	Bill Baxter, Jr.	Richard Murff, Herbert Cochran	Delta Sailing Association	4	5	1	5	15
5th	14065	Carl Panetta	Ron Katz, Jere Fones	Delta Sailing Association	5	3	5	6	19
6th	14571	Mike Arndt	Chuck Smith, Ben Alper	Delta Sailing Association	8 DNF	6	8 DNF	4	26
7th	14171	Tony Kelly	Mark Langleis, Julious Moody	Delta Sailing Association	6	7	8 DNF	7	28

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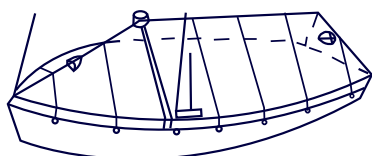
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Juby Wynne One-Design Regatta

Southern Yacht Club

May 31, 2010



Pos	Club	Boat#	Skipper	R1	R2	R3	Ttl
1	SYC	15329	Thomas Meric	3	1	1	5
2	SYC	15211	Larry Frost, III	1	2	2	5
3	SYC	14136	Jeanne Herman	2	4	6	12
4	RCYC	14817	John Womble	5	3	5	13
5	HYC	15410	Ian Edwards	4	5	4	13
6	HYC	14964	Mark Haas	6	6	3	15



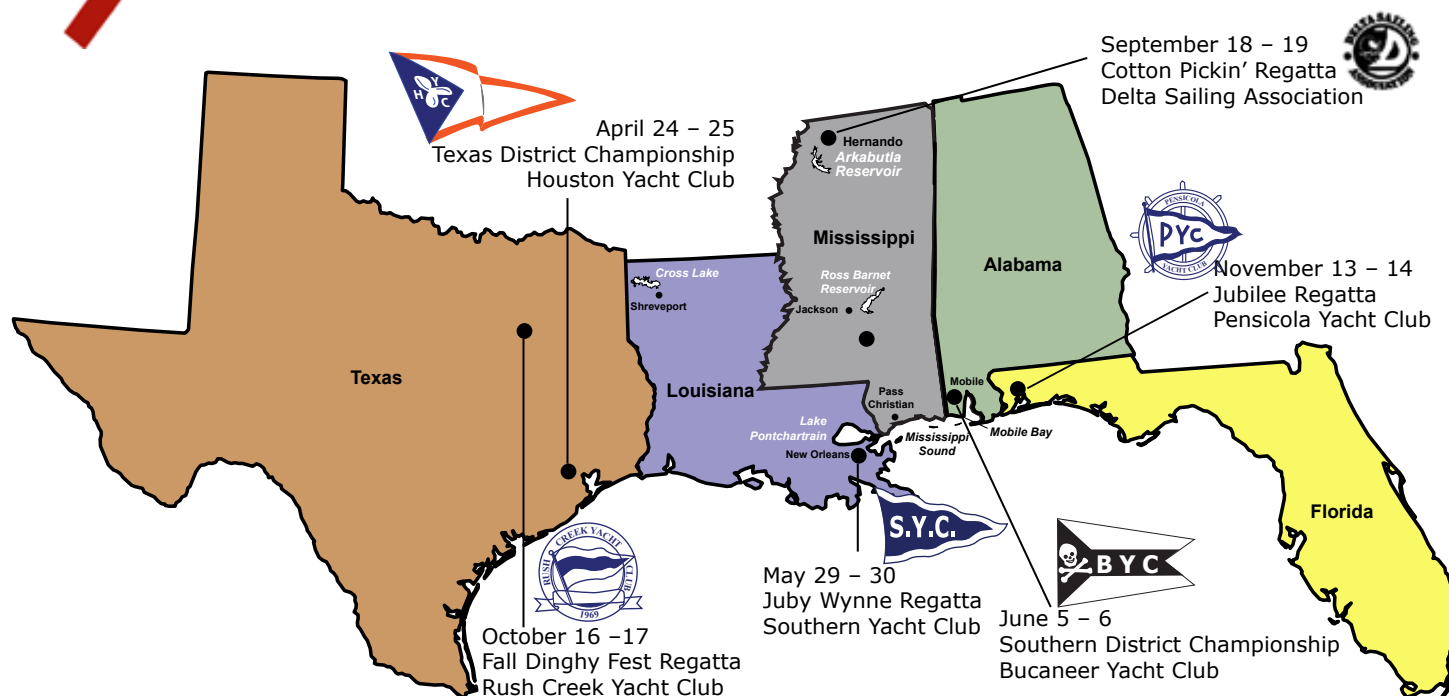
Winner Tommy Meric



Runnerup Larry Frost



2010 ILCA Southwestern Lightning Circuit



Magnus Pederson

Nyack Boat Club

June 5-6, 2010

Justin Coplan



When I began thinking about the highlights of this year's Magnus, one phrase came to mind—expect the unexpected. It seems like the perfect way to describe the challenging sailing conditions facing the seventeen Lightnings that came out to Nyack for the Magnus this June. It fit so well until I realized that it was the same phrase I used to describe last year's Magnus Pederson at Nyack. Some things never change; and Hudson River sailing will always present a wide variety of challenges.

The weekend started with a beautiful Saturday morning, an eight-knot south westerly, and a chance of thunderstorms in the afternoon and on Sunday. Competitors were treated to bagels and coffee as they prepped their boats for a good day of sailing. I was stoked for this weekend, as I am always glad to be sailing with my good friends, Mike Carney and Danielle Prior, with Mike in the bow and Danielle in the middle. At the skippers' meeting the Race Committee, led by an eager Bill Mann, announced the plan to get as many races in as possible in view of Sunday's deteriorating weather forecast. And being true to his word, a long day of short-track racing followed.

We had no less than six quality races run on Saturday. I can't ever remember sailing six Lightning races in one day, and to be honest, it was loads of fun. The Race Committee did a terrific job of turning the fleet around and starting another race as soon as the previous one had ended. Sometime around the end of the fifth race, I gave up getting a chance to eat the second half of my sandwich.

With such quick turnaround and so many races, it really kept the competitors on their toes all day. And as the wind built from eight to twelve to sixteen, the sailing got more and more exciting. By the end of the day there were gusts to twenty plus, and at least one boat had gone swimming.

Six races are just far too many to go over in great detail, but there are certainly highlights that stick out from that day. The races were all puffy, shifty, and wide open. There were always opportunities for big loses and big gains. In the first race, my team caught the windward mark's anchor line, narrowly avoided hitting the mark, swore to be more careful in the future, and went on to catch the very next leeward mark square on—and

watched Brian Hayes hit the windward mark as well. In the second, race Larry Decker jumped out to a nice lead by catching an early right shift. He led most of the race but was caught at the very end by Dick Moyer. I was proud to see my little sister skippering a Lightning for the first time, finishing every race and flying the chute the whole time.

Racing ended at three o'clock, and the fleet went in to recover from an intense amount of racing. Everyone was treated to Magnus' traditional 'grill your own,' with your choice of salmon or steak, followed by some delicious watermelon to end the meal. Afterwards, Brian Hayes led a winner's circle to discuss what people found was fast that day. We went to bed not knowing what tomorrow would hold.

When Sunday morning came around, the weather system was moving slower than forecasted, and the gusts to 40+ were no longer expected until the afternoon. So out we went again to sail two more races. The racing quickly became very exciting, as the winds built to a sustained 18 for the first race. Bob Sengstacken and John Faus both sailed very fast downwind, finishing first and second respectively. The wind kept building, and by the second beat of the second race, we had reached the point where at times we had to blow both sails to just keep the boat upright. Come the second run, there was enough sense to not fly the chutes in the sustained 25 knots of breeze. But even without spinnakers, it was a really fast ride back down to the finish.

When everything was wrapped up, we had a solid first overall, followed by Brian Hayes in second and Dick Moyer in third. All in all, the Magnus had no less than eight races, and I can safely say that each and every one of them was top caliber. It is a real credit to our Race Committee, Bill Mann, for putting on such a terrific regatta. Our regatta organizer Eric Kent did a terrific job with the Saturday night dinner, and the on-the-water lunches on Saturday as well. I'd like to invite everyone to come out for some more terrific sailing come this Fall when Nyack hosts its annual one-day regatta, the Last Blast.

See you on the water!

Magnus Pederson Results

Pl	Sail #	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Ttl
1	14036	Justin Coplan, Mike Carney & Danielle Prior	1	(4)	3	2	1	1	4	1	13
2	14688	Brian Hayes, Jay Mueller & Mary Mueller	5	(7)	4	1	2	3	7	2	24
3	14942	Dick Moyer, Helen Moyer & John Depenbrock	2	1	(10)	3	5	9	3	7	30
4	15345	John Faus, Tyler Menninger & Ian Sanderson	3	(18\RAF)	1	6	4	14	2	3	33
5	14727	Paul Luisi, Cole Barney & Autumn Hanover	(13)	3	9	4	3	8	5	4	36
6	14888	Bob Sengstacken, Daniel Zitin & Maud Lindsay	4	5	6	8	(14)	6	1	10	40
7	14900	Gary Hurban, Judy Hanlon & Mike Constantz	6	(11)	5	5	7	7	6	5	41
8	15093	Joan Hurban, Sarah Hatsell & Alister Thomson	7	(9)	2	9	9	4	6.7\RDG	6.7\RDG	44.4
9	15055	Hugh Hutchinson, Marc Venarles & Ed Smith	8	10	7	7	6	2	9	(18\DNF)	49
10	14363	Larry Decker, Shea Thorvaldsen & Jan Crittendon	9	2	11	(14)	8	10	8	6	54
11	14140	Bill Cook & Penny Sengstacken & Jeff Sorensen	10	8	(13	10	11	5	11	9	64
12	14492	Eric Kent, Andrew Graham & Monique Romero	11	13	12	11	12	11	10	(18\RAF)	80
13	15059	Stephanie Mayo, Bill Mayo & Ron McCormack	12	6	8	12	13	12	(18RAF)	18\DNF	81
14	14277	Beryl Bell, Karl Coplan & Chelsea	(15)	14	14	15	15	13	13	11	95
15	15356	John Griefzu Jr, Elizabeth Ervin & Melissa Scott	14	12	(18\DNF)	13	10	18\DNF	18\DNF	18\DNF	103
16	15296	Ryan Sprole, Mike Dean & Derick Dean	(18\DNF)	18\DNF	18\DNF	18\DNF	18\DNF	18\DNF	12	8	110
17	14238	Dick Leonard, Michael Celona & Lori Walsh	(18\DNF)	18\DNF	18\DNF	18\DNF	18\DNF	18\DNF	18\DNF	18\DNF	126



Winner Justin Coplan



California District Regatta

Mission Bay Yacht Club—Fleet 194

June 12–13, 2010

Peter Colantuono

It was another beautiful weekend of sailing in Southern California. The wind was pretty steady between 8 and 12 mph. It was out of the SSW on Saturday and out of the WNW on Sunday, creating courses that were very different tactically. The dreaded kelp was not too bad on Saturday but became increasingly worse on Sunday. The board clearing exercise became more frequent as the day went on.

This year MBYC hosted three District Championships on the same weekend—Lightnings, Thistles, and Snipes. The Soling and Laser fleets also took advantage of having a Race Committee in the ocean.

The Lightnings did not have the best turnout this year due to schedule conflicts. Three Lightning skippers were sailing the Etchells North Americans together at SDYC. Jeff Coppens and Pete Bellin were crewing for Larry Schmitz. The event wrapped up on Saturday, and Larry crewed with Jeff on Sunday in our Districts. Other Lightning sailors, Brian Andersen and Kirk and Edna Johnson, were integral members of the Race Committee for the weekend. The RC did a great job setting good courses and starting the races efficiently.

Two-time Sears cup Champion, Scott Hoffman, with his brother Evan and Colleen Hackett, borrowed Pete Bellin's boat and sailed very well on Saturday. Scott was involved

in a car accident Friday night (no fault of his) and hit his head pretty hard. He was feeling the effects more on Sunday and decided not to sail the 6th race. He went to the hospital for tests, and we are glad to hear that he will be fine after a few days of rest. Calculating the scores at the end of the fifth race, considering the throw-out race, team Hoffman and team Colantuono were tied, and it all came down to the last race. Scott Finkboner was steady with mostly 3rd place finishes both days.

With Scott Hoffman not sailing the sixth race, we focused on getting ahead of team Coppens, who won the first two races of the day. It was a very close and fun race. Jeff beat us to the weather mark by half a boat length. We took the inside lane and managed to get to the leeward mark first. We stayed ahead for the next upwind leg, but Jeff was always right there. It was a downwind run to the finish. Jeff was aggressive in trying to get on our wind. We defended and narrowly finished first. There was a well-timed wave and puff that helped us seal the deal right at the finish line. It was an exciting way to end two fun days of racing. My crew Ed and Dylan were awesome at tactics and keeping the boat going fast. Proper sail trim, hiking and keeping kelp off the centerboard was key. It was a pleasure sailing with great crew that worked well as a team.

Pos	Boat #	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
1	14263	Peter Colantuono	Ed Petit de Mange, Dylan House	(2)	1	2	2	2	1	8
2	15306	Scott Hoffman	Evan Hoffman, Colleen Hackett	1	2	1	4	3	(6)	11
3	15330	Scott Finkboner	Jennifer Lyons, Ryan Hopps	3	3	3	3	(4)	3	15
4	14924	Jeff Coppens	Jim Sear, Larry Schmitz	(6)	6/DNC	6/DNC	1	1	2	16
5	15282	Dan Gravatt	Donna Collins, Lana Grauer	(6)	6/DNC	6/DNC	5	5	4	26



California District Winners—Peter Colantuono, Ed Petit de Mange, Dylan House

Lighthouse Regatta

Fond du Lac Yacht Club

June 5–6, 2010

Todd Wake

This year's Lighthouse Regatta in Fond du Lac was blessed by the wind gods. The excellent Race Committee was able to get in four races on Saturday and two on Sunday, exactly as scheduled. The breeze stayed between 10-15 knots from a steady direction for most of the week-end—ideal conditions for racing Lightnings. The nine-boat Lightning Fleet was joined by 10 Inland 20 scows.

Richard Walsh, with crew Tina Walsh and Alex Cox, made his annual trip down all the way from Thunder Bay, Ontario. The long drive didn't seem to hurt their sailing, posting a 2,2,2,1,2,2 score line that included a few remarkable comebacks. Richard's team has promised to return to Wisconsin for the Midwest District Regatta in Sheboygan. We may have to start giving a prize for the teams that travels the greatest distance. I think a pair of trailer tires would fit the bill perfectly.

The Boat Grant team from Chicago made its first appearance in the District. Andy Comarda with Michael Barry and RJ Trejo were introduced to all the sailors.

The square waves of Lake Winnebago versus the square Lightning were a challenge for a team new to the boat. They were right in the mix, and it was a good learning experience for them. Bill Faude was so excited to go sailing that he forgot to bring a spinnaker. David Stix came to the rescue with a spare kite.

The Fond du Lac Yacht Club did an excellent job hosting the regatta. The RC in Fondy is legendary for their big committee boat, friendliness, and their gun collection. Be careful if you are standing too close when they fire the hour gun! They had us off the water on Saturday in time to miss the heavy rain. Fond du Lac Seafood sponsored a great post race party with beer, rum, shrimp and other appetizers. In the evening there was a catered dinner in the club for all the competitors. Sunday morning we had two more great races. After sailing there was another spread of food, beer and rum set out! Many thanks to Mike "Elmo" Elmergreen and his team for organizing the regatta.

Pos	Boat #	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
1	15390	Todd Wake	Kristine Wake, Lynelle Reak	1	1	1	2	1	1	5.00
2	15064	Richard Walsh	Tina Walsh, Alex Cox	2	2	2	1	2	2	9.00
3	15260	Bill Faude	Jared Drake, Mary Cortell	6	4	3	3	4	4	18.00
4	14938	David Stix	Mark Wessel, Monica Trejo	3	3	5	10	3	8	22.00
5	15119	Ric Larson	Eric Larson, Lori Jost	4	5	7	4	6	3	22.00
6	13985	Andy Comarda	Michael Barry, Rudolf Trejo, III	5	8	6	7	5	7	30.00
7	15167	William Gibson	Steve Jenkins, Llang Grag	7	7	8	5	7	5	31.00
8	15158	Pete Orlebeke	Kim Orlebeke, Cole Orlebeke	9	9	4	6	8	6	33.00
9	15143	Joel LeMahieu	Greg LeMahieu, Dale Huenink	8	6	9	8	10	10	41.00



2010 Buffalo Canoe Club Lightning Boat Grant Awarded to the Team of Christine Moloney, Kayla Oak and Julianne Macdonald

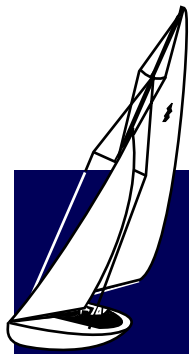
The Buffalo Canoe Club is pleased to announce that the 2010 BCC Lightning Boat Grant has been awarded to the team of Christine Moloney, Kayla Oak, and Julianne MacDonald. Christine and Kayla will be entering 10th and 11th grade respectively at the Nichols Schools in Buffalo, New York,

and Julianne will be entering 10th grade at Waterdown High School in Carlisle, Ontario. We wish this team the best of luck as they represent the BCC and Fleet 12 at many regattas across the northeast, including the Junior North Americans.

Similar to the ILCA Boat Grant Program, the BCC Boat Grant Program provides a team of junior sailors with a top quality racing Lightning, practice and racing sails, and support from two established Lightning sailing mentors.

The BCC Lightning Boat Grant program started in 2008 with the financial and service help of many Fleet 12 members. The program currently consists of a single boat. There are two committees assigned to the program, as well as two mentors. The Selection Committee reviews the applications and decides who each year's recipient will be. The Boat Maintenance Committee repairs and maintains the boat, keeping it in top notch condition. The mentors are responsible for helping guide the BCC Boat Grant Team throughout the sailing season.

In 2009 Connor Mangan, Lauren Jones, and Jeffrey Markarian were the first recipients of the BCC Boat Grant boat. Their season culminated with a second place finish in the ILCA Junior North Americans. This summer, Connor, Lauren and Jeffrey will participate in the Youth World Championship in Salinas, Ecuador.



Classic ⚡ Lightning

Bob Astrove — astrove@hotmail.com

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

Attention all Wooden Lightning Owners



Less than six weeks away! I'm writing to make sure you get your registration in for the Wooden Lightning Get Together and Finger Lakes Boating Museum show. Not only are we going to be part of the museum's big show weekend, we will also be joined for the first time by a fleet of classic Snipes.

This year we have relocated the event to the north end of Lake Seneca, the largest of the Finger Lakes in Central New York. The Finger Lakes Boating Museum in Geneva, New York, our hosts, have put together a terrific weekend event for us.

Schedule of events:



- Sailboats from the Classic Snipe Association, including several wooden and early fiberglass Snipes, and wooden Lightnings from the Woody Lightning Association will be on display, as well as sailboats from private collections such as a Thompson-built Trident from the collection of Ted Thompson and Sterling Klinck's restored Emmons Snipe.
- The boating museum will display a Skaneateles-built Lightning #167, a Skaneateles Comet, a Morehouse Comet, a Thompson Comet and an Emmons Snipe from its collection.
- The 13th annual show also will include displays of other types of boats made in the Finger Lakes, including trout boats, canoes, row boats, and power boats as well as boating equipment. Displays will be from the Museum's collection and from private owners.
- The boat show also will offer classic wooden sailboat racing, workshops for youths and adults on various aspects of boat building such as wood bending and booths by area yacht clubs and collegiate sailing programs.
- The Ships Store will sell shirts, hats bearing the Museum's logo and copies of the Museum's publications.

You can find the entry forms at:

<http://www.lightningclass.org/resources/woodenBoats/annualRegattas/2010info.pdf>

The Museum organizers definitely want the forms back by JULY 1. That is more formal than our past processes, but they need to do more planning and organizing. Any questions, forward them on to Ed Wightman, who is our contact point with the museum and will also be sailing the museum's Lightning (edwightman@empacc.net).

They are trying to help us out with accommodations for those of us who are traveling away from home and have gotten Hobart College to offer some air conditioned dorms at a reasonable cost. But again, they've got to know by July 1, and the information is in the entry package. Also contained is information on motels, camping, and food.

OUR TENTATIVE COUNT IS SOMEWHERE AROUND 15 to 20 WOODEN LIGHTNINGS. While that number will change, this has the potential to be a very special and, I'm sure, a memorable event.

Please share this information with anyone else you know who has a Wooden Lightning and might like to join us! And of course, contact me anytime:

Bob Astrove (Lightning # 7603)
astrove@hotmail.com
301-340-9521 (home)
301-252-3364 (work)

Clayton “Corky” Gray


Corky has been around the Southeastern District and the Lightning Class since he was a teenager when he and his father built a Lightning in the late 1960s. Since that time he has owned countless Lightnings and other boats. He currently owns four Lightnings: a fiberglass Helms, a 1970s Lippincott, and two Skaneateles boats.

Having just launched his newest 60+ year old Lightning last week, he commented that now, with a usable

You may recall last year's article on the restoration of Ted Turner's old *Lightning* from the mid 1950s. That was his restoration work on the boat, which is currently owned by Sam Albertgotti.

Another interest and area of focus will be on documenting the evolution of the Lightning, its shape, its rigging, the application of and changes in technology, methods of construction, etc .

Bob Astrove



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Lightning Family News

Welcome New Member Tim Wenzel



My wife and I learned to sail in college at Berkeley but then moved to West Virginia and took up other hobbies. I would sail from time to time on rented sailboats when near large lakes or bays, but not often.

A few years ago we moved to Michigan and realized we were in sailing heaven—in summer anyway. We bought a used Lightning from a friend of ours, Joe Dissette, because we thought it would be a fun boat to sail, and we would learn a lot. We found out there was a racing fleet in Bay City, so I volunteered last summer as a substitute. I learned quite a bit, and it really helped my wife and me to sail our boat better.

This year the peer pressure was on—get a crew, get in your boat and REALLY learn to sail. So I am. I have a fairly inexperienced crew (I should talk), but we have a great time. The fleet members are really supportive in every way, and it has been a wonderful experience. Our goal is not to finish in last place some day.

Midland Michigan, Fleet 216, Saginaw Bay

Welcome New Member Andy Whitman

I've only been sailing competitively for about a year. I am on the UNCW Sailing team and sail 420s. I recently bought Lightning #11690, and I am in the process of preparing it to race. I bought a Lightning because I wanted to sail something bigger with more sail controls.

Raleigh, North Carolina

Welcome New Member Marcus Rogers



I probably have the worst resume for a sailor who has joined the ILCA. I have no sailing experience in a Lightning or any that I could put on paper for this Association. I have lived in some of the best sailing cities in this country and, therefore, got to sail a lot with friends with sailboats. (I spent eight years in San Diego and four in Newport, Rhode Island). I have windsurfed all of my life and have always preferred my time on the water in one capacity or another. One thing for certain, I am a quick learner and look forward to learning this new trade.

I joined the ILCA because I am now a proud owner of a wooden Lightning, #3784. My Uncle had this boat for twenty years in his barn and never did anything with it. It was covered with twenty years of dust and chicken feathers, but I think I can get it sailing again. This will be a labor of love, as one who has always loved antiques.

I have a lot to learn about these boats and still more to learn about how to sail them. I am sure by this time next year, I will have a much better resume. In the meantime, I am now a proud owner of the best racing class of boats ever built.

My process of restoring this boat has been slow, but I am in contact with Bob Astrove, and he has been a huge help thus far. So God willing, I will have a boat to be proud of soon. I look forward to traveling around the country to sail this beautiful classic.

Welcome New Member Benjamin Eloff

A little about me—I'm 34, married with two kids, a four year old and a six month old. I've been sailing since my family bought a C&C 26 in 1982 when I was six, going on seven. Lots of family sailing and cruising ensued. I started sailing Wednesday night races in Cleveland when I was about eleven or so and established myself as a bow guy fairly early. I've been racing various keelboats religiously ever since.

I moved to Maryland when I got a real job after graduate school about five years ago and immersed myself in the racing scene here. I started taking rides on the various one-design classes, with an eye toward what I would want in a boat and a class. I fairly quickly decided that I wanted something that would serve as a good foundation for teaching my kids the fundamentals, had a strong local and national class, was trailerable, and was within my price range (hole in the water notwithstanding).

I have a predisposition toward the Sandy Douglass designs, Thistle, Flying Scot, and Highlander, but other than the Thistle, there isn't a local class, and I like something a little more comfortable. Then I started researching the Lightning. The fleet is large and strong, and practically everyone I talked to had sailed and enjoyed the Lightning, including a lot of my old friends. I learned more about the depth of talent here in Annapolis and decided that if I wanted to become a better sailor, have fun, and have a way to have fun on the water with my kids, this would be the ideal platform. So I jumped in and bought a boat that I saw listed in the classifieds on the Class site, and it was in pretty rough shape.

I've been working on the old girl for the past two years or so. She only weighed in at 720 at her worst (688 when built). However, at some point in the intervening forty years, someone had done a fairly poor job of moving the chain plates, removed all of the frames from the interior, and put down a couple of layers of roving inside. There was also some delamination and core separation in the hull, so I replaced the foam on the starboard side forward of the chain plates next to the CB trunk and put 6 mm plywood in the transom. I removed almost all of the interior skin, replaced wet foam where I found it, and put down a new skin of six-ounce glass throughout. I also used plenty of glass tape at just about every seam and joint to try to stiffen the structure.

At some point in time, the boat had run into something hard, bow-on. Someone had attempted a repair with bondo and lots of resin (and more roving). I basically ground all of that away and rebuilt the bow. I also moved the autobailer from next to the CB trunk on the port side to just aft of the trunk on centerline, which left a gaping hole in the bottom, so more foam and glass.

I built frames out of a foam core, following the specifications I found in the specifications at stations 3 and 4. I made ring frames extending the bottom to the sides and deck. I also installed a compression post at station 3 and another one from the CB trunk to the deck. I removed and replaced the knees with new plywood ones because they had separated from the side decks. The bench seats that I took out had been a replacement at some point and did not meet the plans, nor were they installed

very well. I decided to build a set of tanks, more or less making it up as I went along—referring to the plans and rules, of course. I have not yet put new floorboards in, and I'm considering leaving them out, depending on weight, stiffness and durability.

She's a Lippincott. I'm a member at Eastport Yacht Club in Annapolis. I had taken the boat down to get some advice from Allan Terhune, and I ran into Trapper Lippincott at the bar, who gave me some good information about the lamination schedule they used. Then he told me to just throw a match in it.

I will be joining Fleet 329 next door at Severn Sailing Association, so I'm hoping to get some good pointers there as I'm learning the boat and the fleet. I'm taking the boat down to Muller Marine to have the bottom done. Then I'm on to rigging, painting, etc. I hope to have the boat ready for the ACCs on July 24-25, where I intend to pad everyone else's finish results!

The Lightning email list has been a good resource and helped me compare notes with some others who have gone through the refit process. I've also had some good conversations with Tom Allen Jr. to discuss some strategies for rebuilding the boat, and he was able to provide me with a new mast partner assembly and the technique for putting the thing in the right place. Now I'm excited to finally get the boat on the water and see how she handles. I'm hoping to splash her in time for the ACCs in July, where I'm expecting to get a very good look at a lot of transoms as we figure out which end is up.

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Mississippi Valley District Championship

Carlyle Sailing Association

June 12-13, 2010

Tobi Moriarty

No matter which club is the hosting venue, the Mississippi Valley Districts Championship Regatta is guaranteed to have warm weather and relatively light winds. This year on Carlyle Lake the conditions were plenty warm, but the good breeze made for a magnificent day of sailing on Saturday. The Race Committee got four races completed and sent us in with time enough to get the boats put away before the late-afternoon thunderstorm made it to the area. Only one race was run on Sunday to complete a five-race regatta.

We went into the event curious about the defending champion. Chris LaBorde was sailing Bruce Richard's red boat, with Bruce and Duane Hatch as crew. He won the 2009 Districts in Nashville, but we hadn't had the opportunity to sail against him. We kept our eye on the red boat and throughout the races. When we thought they might be buried in the fleet, out they would come in one of the top positions by the last beat. We were able to win, but they sailed a very strong, consistent regatta.

Matt Burrige kindly offered his boat for our fleet's junior team that consists of our son, Ian, along with Caleb Leonard and Bryan Burke. The boys sailed very clean and collected enough good races to finish out the regatta in third place. Bruce Richards told us that communication on their boat got confusing at times when he would say, "Moriarty is tacking," to which Chris would reply, "Which

one?" Although we were never confused over which Moriarty was which, there were times that we were cheering for and paying closer attention to the tactics of the junior team than our own boat.

It was Alina's second Districts to sail with us. She did the front position and did a fabulous job with both the crew work and keeping the light-mood on the boat. I know Dan was quite the proud father with both of his kids on the water last weekend.

Our newest fleet member, Carson Menges, had a strong showing at his first Districts to skipper. He and his team of wife Courtney Menges and Scott Zerban were excited to finish ahead of those they were tied with going into the last day.

There was a good turnout of fifteen boats with very tight racing through-out. Thank you to Paul Hanson for organizing the event and to the rest of our fleet members for lending a hand to make the weekend regatta run smoothly. We appreciate all of the out-of-towners who made the journey to Carlyle. It was really fun to see all our old friends from throughout the District. We are already looking forward to another fun Districts in Memphis next year.

Good luck to all of the MVLDeers going to the North Americans this year!

2010 New England District Sailing Schedule

February 6-7	District Ski weekend at Sugarbush
June 5-6	Spring Regatta MBBC Lake Champlain
June 26-27	Spofford Lake Dave Fitch Memorial (June 19 -20 for chg.)
July 9	Women's/Juniors'/Masters' Competition MBBC Lake Champlain
July 10-11	New England Districts MBBC Lake Champlain
August ?	Newburyport One Day Regatta
August 21-22	Squam Lake Regatta
September 11-12	Lake Massabesic Regatta
September 18	Bow Lake Regatta
October 16-17	Leaf Peeper Regatta MBBC Lake Champlain



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Mississippi Valley District Championship



Champions: Alina Moriarty, Tobi Moriarty and Dan Moriarty

Pos	Skipper	Crew	R1	R2	R3	R4	R5	Total
1	Dan Moriarty	Tobi Moriarty, Alina Moriarty	1	1	1	1	2	6
2	Cris LaBorde	Duane Hatch, Bruce Richards	2	2	2	3	1	10
3	Ian Moriarty	Brian Burke, Caleb Leonard	3	5	5	4	4	21
4	Terry Burke	Paul Hanson, Steve Smith	4	6	4	2	12	28
5	Ian Schillebeeckx	Marc Schillebeeckx, Roselyne Schillebeeckx	5	3	3	11	9	31
6	Carson Menges	Scott Zerban, Courtney Menges	6	7	7	6	6	32
7	Tom Paoli	Rick Bernstein, Bobby Lacker	7	8	6	5	8	34
8	Greg Florian	Nick Florian, Kay Ward	8	4	8	8	13	41
9	William Baxter	Tim Ryan, Rich Hall	10	9	14	9	3	45
10	Bill Killebrew	Mike Osborne, Kathy Osborne	11	11	9	13	5	49
11	John Folwell	Howard Harris, Cheryl Muich	13	10	11	7	10	51
12	Carl Penetta	Ron Katz, Lynn Jones	9	13	10	10	11	53
13	James Chapin	Ethan Chapin, Noah Chapin	12	12	12	DNC	7	59
14	Michael Reed	Kieth Vidal, Peter Conant	14	13	13	12	DNC	69
15	William Hofmeister	Mandy Hofmeister, Becca Hofmeister	DNC	DNC	DNC	DNC	DNC	80



Duane Hatch, Chris La Borde, Bruce Richards



Brian Burke, Caleb Leonard, Ian Moriarty

Dixie District Lightning Lab—May 26, 2010

Trevor Prior



Susquehanna Yacht Club is located on the Susquehanna river between York and Lancaster, Pennsylvania. We have a small fleet of about fifteen Lightnings, of which ten are active at the club, and three or four travel to regattas.

Having a Lab at home brings a lot of excitement to the whole Fleet, and thanks to the ILCA, we managed to get Nick Turney to travel six hours to join us for the day. Nick was not known by many of our members, but after just one day, he left a friend.

We started with a thirty-minute walk around the boat. This lasted one and half hours with great questions and even greater answers from Nick. The rain held off, and the breeze was light so we could really see how each control line changed the sail shape. It was awesome.

From there we went sailing, as a light breeze of five to ten filled in. Nick set up a short race course and followed each boat, giving some great on-the-water coaching.

We wrapped up with a short chalk talk under the pavilion. Around 6:00 PM Nick left us for a long ride home. Everyone had a great day and is very excited to go Lightning sailing.

Thanks to ILCA, North Sails and the SYC sailors for making it a great day.

Following are some of the emails I received a few days later:



Trevor:

This past weekend my wife and I attended an outstanding Lightning Lab hosted by Trevor Prior at the Susquehanna Yacht Club. Nick Turney was our coach. We want to thank Trevor, SYC, North and the ILCA!

Nick's excellent performance and contributions at this event compelled us to send this message recognizing his efforts. It was by far the best Lightning learning activity I've experienced!

It quickly became clear that Nick was highly committed to making the clinic a quality event. Nick's time investment was not rushed and generous. I was very impressed with his attentive listening and clear responses to questions asked. Nick's expertise seemed to span all aspects of one-design racing, including sail trim, rig tune, boat handling, team work and tactics. I truly appreciated his enthusiasm to share all his knowledge with us and found his passion for our sport inspiring. Nick was very personable and approachable. We really enjoyed spending the day with him. WELL DONE !

Thanks again to Nick and all!

Mark Boaz & Katie Zeglis

Trevor:

Thanks to you, I need to re-rig my boat.
Thanks to you, I probably need a new jib.
Thanks to you, I want to sail and race more.
Great time, great day.

Carol

Trevor,

Thanks again to you and the Susquehanna fleet for having me. You guys have a gorgeous spot! I made it home around midnight last night. No troubles at all.

Thanks again,

Nick



Hey Trevor,

I can't thank you enough for getting Nick out to SYC.

I thought it was the best training day ever! I learned so much, not only for the Lightning but for my Flying Scot as well. He was so well versed on the entire boat and every line and square inch of it and how to make it all mesh together and fly better. His answers were always as simple as he could make them, and when he saw our eyes glaze over and he knew we didn't follow him, he would explain it another way.

He was so polite and eager to take everyone's questions and soooo knowledgeable. How does someone so young get to be so good? His on-the-water coaching was a great follow-up for evaluating the trim techniques he had shared with us. You can never do enough practice starts no matter how good you are. Thank you for a great day. When can we get him to come back again?

What is a Lightning Lab?"A Lightning Lab is typically a two-day sailing clinic aimed to improve skills for Lightning sailors of all abilities. Lightning Labs are a great opportunity learn from some of the best sailors in the Class. They are a fun fleet activity. The ILCA helps set up the Lab and may help fund travel for the coach/instructor.

To schedule a Lightning Lab for your fleet, contact Todd Wake, Vice President for Lightning Labs/Fleet Development at: toddwake@aol.com

Lightning Lab – Brazil

Scheduled for this fall in Brazil
Coach: Marcus Eagan

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Green Bay Lightning Lab—May 26, 2010

Mark Stevens

*Coach Brian Hayes with helpers
Christine and Todd Wake*



From May 21 to 23 Green Bay, Wisconsin, Fleet 112, hosted another Lightning clinic. The clinic was greeted with great conditions and twelve fully crewed boats with all sorts of experiences.

Friday night was all about getting boats set up right for those who needed assistance. Brian Hayes worked into the night answering questions and assisting those fine-tuning their boats. Nothing came for free as Brian taught tuning concepts but made us earn the right answers when tuning our boats. Even the veterans confessed they learned something new.

Saturday we had two special guests, Todd and Kristine Wake. What a great complement to Brian. Todd and Kristine shared personal experiences, crewing alternatives and a touch of humor.

It wasn't long and we went to the water for five hours of drills and coaching from Brian in a chase boat. The real time feedback was incredible for the skippers and crew members. A special thanks to the video crew, as their footage was extremely helpful later that evening when Brian pointed out our strengths and weaknesses. It was most helpful when you could see on the video what impact small corrections can make.

Sunday the wind came in even more, and we launched a three-race series with Brian coaching us on strategy and boat speed. The day concluded with an open forum and more tuning assistance.

Special thanks to Brian Hayes for finding time to travel to the frozen tundra and starting our session the right way.

Here a few comments participants shared:

Things we liked:

- Good discussion on tuning and sail trim and, most importantly, the causes and effects of sail trim;
- Good input on boat balance (heel and trim);
- Great input from Kristine Wake on crewing—especially useful for two young ladies to hear it from a "peer";
- Brian Hayes is a great representative for the Class, very personable and helpful; we had a twenty-minute discussion late Sunday on my boat where we talked about a few rigging ideas;
- Having additional input from Todd Wake was a bonus. It was also useful to hear the difference between techniques with crew weight since Todd usually sails with lighter crew weight than Brian;



- Saturday video review was very useful.
- Dinner was great!
- On-water group, RC and support boats, did a great job;
- Three great races on Sunday in wonderful conditions. Whoever was in charge of weather did a fabulous job.

A couple other takeaways to add to the list:

- Headstay sag is essential in the light stuff (probably the best thing I learned this weekend). But not too much, check where the jib leech is relative to the uppers;
- Tighten the outhaul more than you think in light conditions. As Todd Wake said, at the video session, maybe +/- 1 1/2" from light to heavy winds;
- Use heel and sails to help turn the boat at marks.



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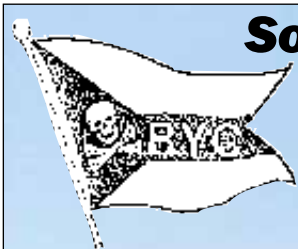
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Southern Lightning Districts

Bucaneer Yacht Club, Mobile, Alabama

June 5-6, 2010

Kevin Northrop



Saturday greeted the ten-boat fleet with strong south-westerly breezes that ranged from 12 to 15 knots. Marcus Eagan, sailing with first-time Lightning sailors, Kevin Northrop and Catherine Santa Cruz, won the first and second races of the day. Each race was closely contested, with veteran Lightning Class sailors Larry Frost finishing second in the first race and Tommy Meric taking second place in the final race of the day. Building squalls ended the day's racing at 2:00 PM, forcing the Race Committee to begin Sunday's racing at 9:30 AM.

Sunday began with a much lighter breeze, again out of the southwest. The Race Committee did an excellent job

getting three races off in very shifty conditions. Eagan staged several last-beat comebacks to capture the last three races of the series, ending with an impressive score line of all firsts. Meric and Frost battled back and forth, with Frost grabbing second place on the last downwind leg of the final race.

Bucaneer Yacht Club skillfully set five races under challenging circumstances. As usual, their hospitality was great. Thanks to all the volunteers that made the event memorable for the competitors.

Pos	Skipper	Crew	R1	R2	R3	R4	R5	Total
1	Marcus Eagan	Kevin Northrop, Katerine Santa Cruz	1	1	1	1	1	5
2	Larry Frost	Chance Miller, Jack Sawyer	2	3	4	3	2	15
3	Tommy Meric	Thomas Meric, James Pott Harst	3	2	5	2	4	16
4	Clarke Newman	Deanna Newman, Andrew Glass	4	4	2	4	5	19
5	Robert Bernhardt	Scott Kirchharr, Dylan Wacker	5	5	3	5	2	20
6	John Womble	Balton Kennon, Mark Boaz	6	7	8	7	7	35
7	Ian Edwards	Dianna Strickler, Andrew Lee	8	9	6	6	8	37
8	Carl Panetta	Jere Fones, Ron Katz	9	8	7	9	6	39
9	William Baxter, Jr.	Mike Arndt, Rich Hall	7	6	DNS	DNS	DNS	46
10	Crit Currie	Keith Coonsell, Molly Magee	19	DNS	9	8	DNS	49





RELEASE - MAY 2010

Web site for the 2011 Worlds

The Brazilian Lightning Class Association has now released the preliminary version of the web site that will inform ILCA members about the 2011 World Championship.



The web site <http://lightningbrasil.org> is now up and running with photographs, maps, contact information for shipping your boats, links to the main tourism sites and initial arrangements made with local hotels.

Also on line is a preliminary NOR for the Worlds, Masters and the South American Championship that will all be held in July, 2011 in Búzios, Rio de Janeiro, Brazil.

The event will be hosted by the Iate Club de Armação de Búzios, which is within walking distance of all the major hotels in the area.

The city of Búzios Mayor, the Rio de Janeiro State Government, the Brazilian Sailing Association and ABCLi, the Brazilian Lightning Class Association are all very happy to receive this event and we are sure that ICAB will be a place that will never be forgotten.



Armação de Búzios

Ranked as one of the best sailing waters in the world and having recently hosted the Volvo Youth Worlds, Búzios is a beautiful tourist city, with charming Hotels, Bed and Breakfast, Restaurants and a activities available to everybody's taste.

ICAB the club that will host the event is a family club that because of its excellent location, right on the edge of the blue sailing waters, is prepared to receive the Lightning Fleet of as many boats as we can throw at them.

All the Hotels of Armação de Búzios are within walking distance of the Club, and downtown restaurants, dancing and shopping is a 10 minute stroll along the Bardot board-walk.





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Check the website for more information as it
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<http://lightningfleet329.blogspot.com/2010/05/2010-lightning-atlantic-coast.html>

Regatta Co-Chairs: Jamie Brickell, jamiebrickell@earthlink.net
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Taming the Spinnaker Beast: "Taming the Spinnaker Beast" is the newest training video from the International Lightning Class. Featuring Rolex Yachtsman of the Year and Lightning World Champion Jeff Linton, this new video illustrates useful techniques from basic to advanced work with the spinnaker. Crew members Bill Fastiggi and Amy Smith Linton demonstrate how to set and trim the spinnaker in a variety of conditions, how to recover from common mishaps, and how to douse the spinnaker.

Additional perspective is offered by the North American-Championship team of Skipper Matt Burridge with Dan Moriarty and Tobi Moriarty. This valuable training aid features analysis and instruction by Skip Dieball.

Better Boat Handling: This one-hour video includes light, medium and heavy air boat handling lessons shot on the water over two days of filming in Annapolis. It is narrated, in detail, in a question-and-answer format by North American Champions Greg Fisher and Rick Bernstein. In addition, Greg Fisher and crew were microphoned during the filming, so you'll hear real race simulated lessons and gather important insight into championship caliber crew/skipper communication. This video features extraordinary video scenes shot by Rick, an award winning video producer by trade and producer of the previous two ILCA training videos.

Skipper/Crew Training: Champions Greg Fisher and Andy Horton show you step by step techniques for fast boat handling. Tacks, sets, gybes, take downs... Directed by Rick Bernstein. Quotes from the Boys: Fisher "When it comes right down to it, it really does come down to the basics, this video is a great starting point for beginners to the experienced" Fastiggi: "The great thing about the Lightning Class is the available help from sailmakers to the weekend racer, this video is another must have tool to help improve performance."

Tuning For Speed: Bill Fastiggi and Greg Fisher "show and tell" how to rig & tune a Lightning. They then show "what to look for," with on the water examples.

To order, go to: <http://www.lightningclass.org/marketplace/store/cdDvd/index.asp>

Unpaid Fleets


District	Fleet#	Fleet
Argentina	446	Club Univeritario de Buenos Aires
Brazil	401	Guanabara
Central Atlantic	99	Great Egg Harbor
Central New York	46	Irondequoit Bay
Central New York	108	Great Sodus Bay
Central New York	484	Ithaca
Chile	318	Algarrobo Yacht Club
Chile	490	Aculeo Lake
Chile	514	Flota Sur
Chile	520	Antofagasta
Colombia	73	Club Nautico Del Muna
Colombia	501	Club Nautico El Portillo
CT/RI	85	Niantic Bay Yacht Club
CT/RI	126	Cedar Point Yacht Club
CT/RI	129	Madison Beach Yacht Club
CT/RI	134	Noroton
Dixie	325	Rehoboth Bay Sailing Association
Dixie	508	Solomons
Ecuador	447	Club Nautico San Pablo
Finland	166	Helsinki
Finland	328	Jyvaskyla
Finland	456	Tuusulanjarvi
Florida	226	Biscayne Bay
Greece	251	Salamis Fleet
Greece	286	Parthenon Fleet
Greece	287	Dolphin Fleet
Ireland	427	Killyleagh Yacht Club
Italy	466	Flotta Del Conero
Lake Erie	47	Silver Lake Yacht Club

District	Fleet#	Fleet
Lake Erie	115	Cuba Lake Yacht Club
Lake Erie	180	Conneaut Lake Yacht Club
Long Island	431	Southampton Yacht Club
Metropolitan	11	North Shrewsbury River
Metropolitan	16	Paupack
Metropolitan	70	Red Bank of the Shrewsbury
Michigan	53	Lake Fenton Sailing Club
Michigan	204	Macatawa Bay Yacht Club
Michigan	374	Douglas Lake
Michigan	387	Lansing Sailing Club
Midwest	167	Lake Davenport
Midwest	187	Sheboygan
Midwest	442	Fond du Lac/Winnebago
Mississippi Valley	486	Valley Sailing
New England	121	Merrimack River
New England	227	Bomoseen Yacht Club
Ohio	43	Buckeye Lake Yacht Club
Peru	265	Yacht Club LaPunta
Peru	424	Club Universtorio de Ragata, La Pinta
Southeastern	127	Savannah Yacht Club
Southeastern	365	Catawba Yacht Club
Southeastern	429	Greater Charleston
Southeastern	440	Palmetto
Southeastern	463	Lake Waccamaw
Southeastern	481	Wake
Southern	179	Pass Christian Yacht Club
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St Lawrence Valley	516	Beaconsfield Yacht Club
Switzerland	169	Lac de Neuchatel

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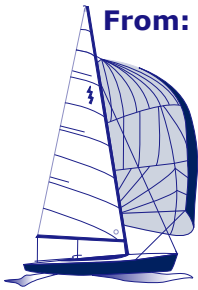


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Classifieds

SEE THE WEBSITE FOR MORE DETAILS ON BOATS, SAILS, OTHER

15379 Nickels. Like new condition, the boat is fast. 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. Tac Tic Micro Digital Compass. Suunto compass, Level Gauge, Windex and Bow Dick. Extra APS hardware and rigging, 1CD Carbon Tiller Extension, two sets of mast blocks. Denver. 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. Excellent condition. Always dry sailed. Light grey deck with white hull and white rubrails. Dual side controls. Mainsheet internal/ external. North Fisher Main & Jib, R2 spinnaker. Second set of North sails. Four (4) padded hiking straps. Bulkhead compass, tiller with fiberglass extension. Anchor. Lifting bridle. North Travel/ Mooring covers, Mast Cover, and Rudder Cover. Galv Long Tongue Trailer with front mast stand, steel fenders, and aft kickstand. Hampton, Virginia. \$10,500.00. Greg at 757-754-2389 or vasaal@yahoo.com

14963 Nickels. Multi year fleet champion boat in excellent condition. Always dry sailed in fresh water. Fully race equipped with dual side controls. Spin halyard led aft, jib halyard led into cockpit, regular and light air spin sheets, snatch blocks on twings. White hull, grey deck. Two sets of sails, trailering cover, mast cover and new VSP cover with skirt to chine. Nickels galv Trailer with long or short tongue option. \$10,500. Contact Pat Dolan 517.214.6568 patrick@dolan.name.

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

14840 Nickels (1998) Fully loaded, excellent condition, always dry sailed. White with white trim, dual side controls, stainless steel centerboard, VSP sails (Main and Jib) used 3 times, another set of North practice sails (M,J,S). Hiking straps, travel cover (bottom), sun cover, rudder cover, Nickels galv trailer. Always garaged during winter. \$10,600. Newfoundland Lake in NH. Contact Tripp Blair at (508) 243-9464 or tripp@mblair.com

14786 Allen. Good Racing record and Excellent Condition. Full racing equipment included. North Sails M,J,& S, cover, Trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. \$12,000 Contact: 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, long mileage, stored indoors, minimum weight, price reduced to \$10,500, contact Kirk @ 315-685-5149 or reyno685@yahoo.com

14702 Nickels. White hull, white deck black 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. With new shock cord she's ready to race and win! 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@rsmas.miami.edu

14680 Allen. White hull, grey deck, speckled red stripe at non skid. Good condition. New trailing cover. Mast cover. Tacktick Compass, Galv Allen trailer with wide bunks.. Rigged for racing, stainless board, 2 sets North sails (M-5, 5A+, R-2) one good one newer. Mast 7 years old. Nashville, TN Available at 2010 NAs after Masters if arranged prior to regatta. \$9,500 Bill Killebrew 615-604-1684 billkillebrew@bellsouth.net

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, it was Skip Diebold's first new lightning and is still a very fast boat. \$8500 Contact Justin Proctor jproctor@zoominternet.net or 330-421-2650

14650 Iceormountain. Composite hull, stiff & light, white hull with grey deck, stainless board, 700lbs with correctors, sails from 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 galvanized trailer with wide bunks, excellent condition, ready to race, \$7300, located in Toronto, Ontario, delivery to Buffalo possible, Phil 416-779-0857, pjager@htxgroup.com

14438 Allen - White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 full sets of Shore sails, a club racing set and a 2nd newer set. Fresh water boat, Lake Champlain VT. Light use for infrequent fleet racing. Nicely rigged, many double-ended controls. 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. Rigging is in very good condition. Boat has been sailed in fresh water. Having financial difficulties, price reduced to \$4,500. Rhode Island. Rick 401.749.3165 Photos

14388 Nickels. SS centerboard. In great condition. Always dry sailed. Light beige deck with white hull and white rub rails. Dual side controls. North Sail Fisher: M, J & S, for club racing. North sails: M & J. Fully rigged. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Tapered spin lines. Deck compass. Tiller with extension. Mooring Cover Full Rudder Cover. Galv Trailer with front mast stand, and steel fenders. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. photos. Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

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 Phone Eric: 978-424-5835 or ericcutting@gmail.com

14277 Nickels, White hull with light gray deck. 705 lbs, (weighed in 2008) and in good condition. Includes Trailer, Fisher Main and Jib, 2 Spinnakers, Compass, Travel Cover, and new Fabricraft mast-up cover. \$6,800. Located in Tenafly, NJ. Contact Eric Beck ebeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

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

14044 Nickels, Fast boat, fully rigged for racing. White hull with black boot stripes and a grey deck band. VSP sails in good condition and an older practice set. Two spinnakers. Allen trailer, galvanized with wide bunks. Top, bottom, mast & mooring covers. Roanoke, VA. \$6,400. Charlie ph# 804-986-3353 or email: charles.wardwell@advance-auto.com.

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

13673 Allen, good condition. white hull, white and yellow deck. Stainless 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 not registered. Newer Mooring cover, dry stored. \$3,200.00 Chesapeake Md. Contact Douglas Fletcher 610-724-5247 Fletchrlns@aol.com

13307 1982 Mueller. Many upgrades including stainless steel centerboard, Nickels fiberglass rudder. All winch drums replaced with purchases. Mast blocks, Two complete suits of sails, new Ritchie compass, mooring cover, roadworthy trailer with light bar. Two sets of club racing sails. Great starter boat. Only needs new Elvstrom bailer. Asking \$2000. Make offers!! Art Ahrens 321-480-4915 or sailon@earthlink.net. Indian Harbour Beach, Florida.

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 Brand new Bryant Spar (never used). New rudder, SS centerboard, heavy duty double-decker trailer (top deck not included), sails and 2 spin, 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

11863 Nickels & Holman. All White with teak splash boards, teak centerboard trunk cap and cockpit trim, oval mast and boom, new vinyl rubrails, jib, main and spinnaker. Freshly painted lightning

trailer with new bearings and buddies and new tires. great for daysailing \$1900. I also have many other preowned lightnings. Call to see what's in my barn. Contact Joe Dissette in Michigan, 989-631-2133, dissettesail@charter.net

11379 Allen. Good VSP main, jib & spin. Older set of North, SS board, Allen trailer with new tires, trailing covers, good record and ready to race. \$2500 firm. Fisk Hayden (407)947-7994.

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

10892 Allen Oval spars, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. New reduced price of \$1500. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill_weiss1@juno.com.

10776 Lippincott. Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack Winter Cover Frame. Many other extras. \$2500 obo. Stamford, CT.Contact: Captain Al Papp 203-322-5851.

10481 Allen. Retrofitted in 2008-09. New floor and seats (with flotation), new hardware, new lines, new paint. Lines have been redesigned for racing. Boat weight is 735#. New sails as well as a few sets for practice. Trailer is in great condition - including new tires. New "sailors tailors" cover. San Francisco. \$5,000 OBO Call Terry 707-363-3606

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

7328 Wooden. Boat built in 1960. Boat has all the brass on it, with wooden mast as well, the interior wood is in good shape, the whole outside of the boat is covered in fiberglass. The boat hasn't been sailed in quite a while and always stored inside. Call Doug at 920.366.0936. Green Bay, WI. dco10349@gonline.com

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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Trailer & dry storage cradle included. Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h)wdever@nycap.rr.com(NY)

6378 Cedar and spruce on low allen trailer, with two mast/boom set ups. Boat needs rub rails, minor decking and some keelson work. SS C, b, good club sails. \$1200 Obo.. Jamie Perkins, Stamford, CT sailski54@yahoo.com 203-687-6959

573 "Firmament". 1941 Skaneateles Lightning. Almost fully restored, including 15 sets of oak frames and new mast step, deck recovered with synthetic canvas, rebuilt bottom of centerboard trunk, several lengthwise hull planks replaced. Am building wooden mast to replace the original one that broke, using the original bronze hardware. Includes 3 sails and trailer with new tires. \$3200 OBO Frederick Cooley, psymansez@verizon.net

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.