



June 13 – 14
Circuit Stop @
Rush Creek Yacht Club



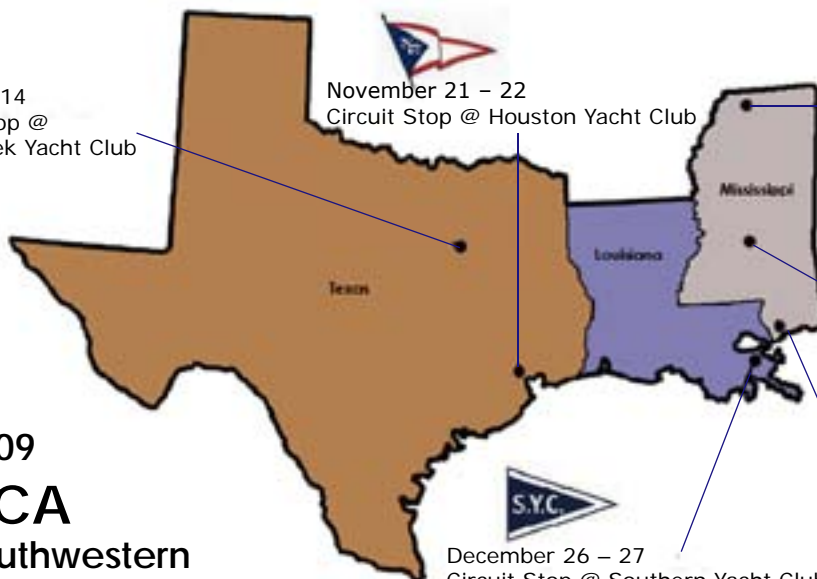
November 21 – 22
Circuit Stop @ Houston Yacht Club



May 16 – 17
Circuit Stop @
Delta Sailing Association



**2009
ILCA
Southwestern
Lightning Circuit**



October 10 – 11
Circuit Stop @
Jackson Yacht Club



December 26 – 27
Circuit Stop @ Southern Yacht Club



May 2 – 3
Circuit Stop @
Bay-Waverland Yacht Club

by John Womble

It all started for me at 5:00 AM on a Friday morning back in 2006. My then Fleet Captain was picking me up for my first out-of-town regatta in Memphis. After taking the travel covers off, stepping the mast and tuning the rig, I realized this was going to be a lot more work than the typical Sunday club racing I was used to. But once we hit the water the next day, it was worth it! The choppy red water made for sailing conditions unlike anything I had ever seen, and the competition was FIERCE! There were some very competitive local guys, as well as skippers from as far away as Pensacola, Florida. From the first warning gun on, all the boats seemed to be sailing in fast motion. In the last race of the day, we finally managed to cross the finish line in front of the other eleven boats before snagging the anchor line of the finishing pin with our centerboard. Re-rounding cost us two places in that race, but it still felt like we accomplished a great feat. Even with such exciting races during the day, I must say the best part was seeing the same

guys who were yelling at each other for room around the marks buying each other drinks at dinner and laughing about "the good 'ole days." The next day brought several lead changes and, to the disappointment of my skipper, a third-place finish overall for our team, but I was hooked! Most of the drive home to Dallas I worked it out in my head how I was going to upgrade my boat to get competitive so I could get into the game myself.

Since that trip I have upgraded my boat (twice) and had the opportunity to attend several Lightning regattas in Tennessee, Mississippi, and Louisiana. With that came opportunities to talk with all the "usual suspects" about ways to promote the development of the Lightning Class in our region. The one theme that rings loud and clear in all of those conversations is that the individual fleet numbers may be smaller than they once were, but if we all work together by attending each other's regattas, the local fleets could start thriving again. The idea behind this new Lightning circuit is to formalize that concept and provide an outlet for rewarding the people who participate in this regional development.

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President's Column

Brian Hayes, Sr.

We are two months into the 2009 "Steve Davis Membership Drive towards 1000 Active Members" (or "SDMDT-1KAM"), and we are progressing nicely as membership is ahead (slightly) of the 2008 numbers. Please remember to join the ILCA as soon as you practically can.

We are working hard on many improvements for the Class and member services (not the least is the introduction of the new ILCA website). As always, we are looking for volunteers to help with a variety of projects the Class is working on. If you are interested in donating your time and talents, talk to any of us on the Executive Committee or Governing Board. It's your ILCA. Get involved!

On a completely different note, it snowed another 10" here yesterday. As if things are not challenging enough these days, we get blanketed with more of this powdery, fluffy annoying white stuff. Now, don't get me wrong. I know living in New England (or anywhere north of, say, Savannah) I can expect a fair share winter weather, and



I'm more than aware that all you skiers are all jumping for joy with every inch of fresh powder. I, however, am cured of the stuff. Oh sure, it's all pretty and white when it first drops, but then the plows and salt and sand turn it into a brown, slushy mess. The only thing worse is when a hard freeze follows the initial blast. Then you have tall mounds of brown, salty, sandy ice which makes it impossible to get out of your driveway without ripping some useful piece of your car off in the process.

Enough is enough! I am boycotting snow. I am packing up all my sailing gear, gathering up a group of fun people and heading to the Circuit. By the time you read this I will have had a cocktail (or 2) at the Savannah Yacht Club, have been saturated by the warm salt water of Biscayne Bay and may likely be sitting at the St. Pete Yacht Club watching NCAA basketball after a great day on the water (or before a great day on the water waiting for wind!). I hope to see you there!!



Chief Measurer's Column

Bill Clausen

This has been a positive year for measurement. Our two major builders continue to be most helpful to me, and, as always, I appreciate Lightning boat owners checking with me on what's legal and what's not.

The Landing School in Maine is building four new boats under the guidance of Stu Nickerson and Kip Hamlin. We also have a completely restored boat joining us for the Southern Circuit, Allen 13000, the restoration was done by Henry McCray (AKA Fireball Henry from the Fireball Class).

In the ongoing effort to improve our Lightning Class measurement processes, I have formed a new Ad Hoc Measurement Commit-



tee. I am grateful to have the help and support of Nelson Schmidt, Jared Drake, Frank Atkinson, and Neil Hayes, who have volunteered to help me with the hands-on Measurement process at upcoming regattas.

Last but not least, I was embarrassed this past summer at the North American Championships, after I assured the event organizers that all Lightnings have tow lines, by the number who did not in fact have lines or had lines that broke. This was the impetus for the proposed Amendment to the By Laws currently under consideration by the Fleets. Please vote for the new proposal to require 3/8 tow/or anchor line!

To be included in the next Yearbook, District and Fleet reports must get to the Class Office **immediately**.

Photos for the Yearbook must be at print resolution. Please include Fleet rosters.

Please contact the Class Office with the names of District and Fleet officers who will be serving in 2009.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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www.lightningclass.org



Official Notices

Proposed Change to the ILCA By Laws:

The change is By-law ARTICLE VIII, Par. 5 as follows to add item vii. Shown in bold type.

5. PORTABLE EQUIPMENT

a) Mandatory

- i) Ground tackle shall be fluke-type anchor weighing not less than 1.8 Kg (4 lbs) with 15.24 M (50 Ft) of line attached. Variation may be made only by specific permission from the Chief Measurer when local conditions dictate.
- ii) Compass
- iii) Bucket with a capacity of one gallon
- iv) Throw-able life preserver or cushion with an attached whistle
- v) Paddle
- vi) other life-saving equipment as required by government regulations.
- vii) **A towline solely dedicated to towing and/or anchoring and readily available at all times. Line must be at least 15.24 M (50 feet) long with a minimum diameter of 9.54 mm (3/8 inches) and a minimum breaking strength of 1632.95 KG (3600 Lbs).**

Notice of Meetings

The next Governing Board Meeting of the ILCA will be held Thursday March 19, 3:00 PM in the Quarterdeck of the St. Petersburg Yacht Club.

The next General Meeting of the ILCA will be held Thursday March 19, 6:00 PM the Ballroom of the St. Petersburg Yacht Club.

The New ILCA Website is Live!

We have been working for over a year to create what you are seeing today. We all loved the old ILCA site (we owe Mark Gardner a huge THANK YOU for creating the old site as a volunteer!) and were familiar with where things were, but the software it was built on is no longer supported by Microsoft, so we took this opportunity to develop a new site, incorporating some of the newest web capabilities. We hope you will take some time to browse around and check out the new features.

In navigating around the site, please note that a click in top of the page "masthead" will always take you [Home](#).



Membership Application/Renewal

The membership renewal process is much the same as on the old site; however, if you are using Internet Explorer as your browser, please change your pop-up blocker setting to:

"Always allow pop-ups from lightningclass.org." This will enable you to view your membership and donation carts and allow a smooth connection to PayPal. The printable forms are on the site if you prefer to fill one out and mail a check.

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THE SOUTHWESTERN CIRCUIT

Schedule

We decided to keep it simple by using six well-established regattas that the more active area sailors already attended. Everyone agreed that it would be easier to grow something than start from scratch. We looked at each fleet's regatta schedule and tried to pick their most attended regatta, while also trying to spread the circuit stops out to avoid back-to-back regattas in any one area. It was a little tricky, but we feel that the circuit schedule accomplished all of these goals.

Scoring

To reward attendance, we decided to use a high-points scoring system. Each skipper will be awarded points for each regatta they enter. Points will be awarded based on the number of boats entered in each regatta. Each skipper will earn points for the number of entrants they beat + 1. (i.e., if there are 20 boats entered in a regatta, first place will earn 20 points, second place 19 points, and last place 1 point). Each skipper will be awarded 1 bonus point for each regatta they enter that is outside their local sailing area, and there will be 5 additional bonus points awarded to skippers that attend all six Circuit stops. No more than 10 total bonus points will be awarded to any skipper.

Entry

Here is the best part—it's free! There is no separate entry form or fee for the Circuit, but the individual regattas may have entry forms or fees per their NORs. Skippers participating in at least one scored regatta of the Circuit will qualify to be included in the final overall Circuit standings.

Prizes

The new perpetual trophy will be awarded to the skipper with the highest total Circuit points. Additional prizes will be presented to the top three finishers in the overall Circuit in addition to the individual regatta prizes given out at each regatta.

THE VENUES

Circuit Stop 1 – Bay-Waveland Yacht Club



The Southern District of the ICLA decided to have their District Championship regatta in conjunction with the GYA Opening regatta this year at Bay-Waveland Yacht Club in Bay St. Louis, Mississippi, to help jump start Lightning sailing at that club. The GYA Opening is open to other one-design classes, and they expect over 100 boats this year. Add many people to the live music and food by the pool they have planned and you get a great way to kick off the circuit. The GYA Opening regatta is the weekend of May 2–3. Visit www.bwyc.org for more information.

Circuit Stop 2 – Delta Sailing Association



Delta Sailing Association was established in 1949 to foster sailboat racing and sailing in general. The DSA grounds are located at Hernando Point on beautiful Arkabutla Lake in Desoto county Mississippi, and is home to Memphis Lightning fleet #274. The Hernando De Soto Regatta is the weekend of May 16–17. Visit www.deltasailing.com for more information.

Circuit Stop 3 – Rush Creek Yacht Club



When people find out I am from Texas at an out of town regatta, the first thing they ask is if I sail out of Rush Creek Yacht Club. Up until now I had to tell them that they have not had a Lightning fleet there for as long as I have been sailing. That is usual followed by “too bad,” and then a story about how much fun they had at out there “back in the day.” At the end of last year we decided to move back to Rush Creek, and we have started club racing on Sundays there this January. At its peak in the late 70s, Fleet #435 had over thirty boats on the line every weekend and hosted the 1979 Worlds and 1983 North Americans. Our hope is that between the reactivation of Fleet #435 and the creation of the new circuit, we will begin to see a resurgence of Lightning sailing in Texas. The Texas District Championship regatta is the weekend of June 13–14. Visit www.rcyc.org for more information.

Circuit Stop 4 – Jackson Yacht Club



Jackson Yacht Club is located just off the historic Natchez Trace in Madison County Mississippi on the shoreline of The Ross R. Barnett Reservoir. The current club facility was built in 2002, having relocated from its temporary facility located near the original club that burned in May 1998. Jackson Yacht Club is home Lightning fleet #388. The Hospitality Regatta is always well attended by sailors from the surrounding areas and is the weekend of October 10–11 this year. Visit www.jacksonyachtclub.com for more information.

Circuit Stop 5 – Houston Yacht Club



Houston Yacht Club’s facilities rival the world’s leading Yacht Clubs. Texas’ “Oldest and Best” boasts a 27,000 square foot clubhouse, four-acre property, two cranes and two easy-to-use launch ramps, immediate access to Galveston Bay, and year-round sailing conditions. When it gets too cold in your part of the country, come down to Texas and extend your racing season. The Turkey Day regatta is the weekend of November 21–22. Visit www.houstonyachtclub.com for more information.

Circuit Stop 6 – Southern Yacht Club



Southern Yacht Club traces its history back to 1849. Only the venerable New York Yacht Club can document an earlier founding date. As such, SYC proudly bears the mantle of second oldest yacht club in the United States. In August 2005, Hurricane Katrina destroyed the historic club house, but the club's organization held together and began the reconstruction process. When I was there this past December, they told me that the new club house was scheduled for completion this summer, and it looked remarkable. Fleet #62 always shows you a good time, so we could think of no better place for the circuit finale. The Sugar Bowl regatta is the weekend of December 26–27.

Visit www.southernyachtclub.org for more information.

So what are you waiting for? Six great venues, year round sailing conditions, great prizes, no separate circuit entry fee, and a taste of the unique local social events—what else could you ask for? Oh, and did I mention that gas prices are lower than they have been in years? Come out and join us and you won't be disappointed.

NOTICE OF CIRCUIT 2009 Southwestern Lightning Circuit



Invitation

You are cordially invited to participate in the 2009 Southwestern Lightning Circuit to be held from May 2009 through December 2009. This circuit is intended to promote the development of the Lightning Class in states of Mississippi, Louisiana, and Texas.

Rules

This series of regattas will be governed by the Notice of Regatta or the Sailing Instructions for each regatta. The Organizing Committee will resolve all matters not within the jurisdiction of individual juries (e.g. circuit scoring).

Circuit Scoring

Scoring will be high-points, with scores at each Circuit stop as follows: Each skipper will be awarded points for each regatta they enter. Points will be awarded based on the number of boats entered in each regatta. Each skipper will earn points for the number of entrants they beat + 1. (i.e., if there are 20 boats entered in a regatta, first place will earn 20 points, second place 19 points, and last place 1 point). Each skipper will be awarded 1 bonus point for each regatta they enter that is outside their local sailing area, and there will be 5 additional bonus points awarded to skippers that attend all six Circuit stops. No more than 10 total bonus points will be awarded to any skipper.

Tiebreakers

When there is a tie in series points between two or more skippers, the tie will be broken in favor of the skipper with the most first places in regattas, or, if the tie remains, the most second places, or lower places if necessary. When a tie still remains, it will be broken in favor of the skipper with the best score in the last race in which the tied skippers raced and scored differently.

Entry

There is no separate entry form or fee for the Circuit, but the individual regattas may have entry forms or fees per their NOR's. Skippers participating in at least one scored regatta of the Circuit will qualify to be included in the final overall Circuit standings.

Prizes

The perpetual trophy will be awarded to the skipper with the highest total Circuit points. Additional prizes will be presented to the top three finishers in the overall Circuit in addition to the individual regatta prizes.

Schedule

Six scheduled regattas comprise the Circuit:



May 2nd – 3rd
Southern District Championship - Bay-Waveland Yacht Club
Bay St. Louis, MS
May 16th – 17th
Hernando De Soto Regatta - Delta Sailing Association
Hernando, MS (Memphis)
June 13th – 14th
Texas District Championship - Rush Creek Yacht Club
Heath, TX (Dallas)
October 10th – 11th
Hospitality Regatta - Jackson Yacht Club
Jackson, MS
November 21st – 22nd
Turkey Day Regatta - Houston Yacht Club
Shoreacres, TX (Houston)
December 26th – 27th
Sugar Bowl Regatta - Southern Yacht Club
New Orleans, LA

Venue Information

For more information about the venues visit the club web sites listed below.

Bay-Waveland Yacht Club	www.bwyc.org
Delta Sailing Association	www.deltasailing.com
Rush Creek Yacht Club	www.rcyc.org
Jackson Yacht Club	www.jacksonyachtclub.com
Houston Yacht Club	www.houstonyachtclub.com
Southern Yacht Club	www.southernyachtclub.org

Disclaimer of Liability

The ILCA and any of their respective agents disclaim jointly and severally, any and all liability for material damage, personal injury, or death sustained as a result of competing in the Circuit or in any way incident thereto. Competitors, as a condition of their participation, shall participate entirely at their own risk as stipulated in RRS Rule 4.

Further Information

Contact Organizing Committee: j.womble@mccarthyarchitecture.com



Lightning Family News

Welcome New Member Keith Swihart

I got into Lightning sailing in 1972 at the Wawasee Yacht Club in Syracuse, Indiana. My wife and I have three sons 10, 8 and 1. I purchased #9511 from a local sailor and joined the WYC. I'd never skippered in my life, but that didn't deter me from taking the ten and eight-year-old to a regatta at Indianapolis. The winds were 25 with gust to 40, and we didn't get out of the harbor before capsizing.

We sailed as a family until 1985, then my eight-year-old (now 21) decided to get married and go to church on Sundays, which was our sailing day. The ten-year-old had been replaced by his youngest brother, who was happy to give up sailing. So I was without crew and sold our newer Mueller boat.

Skip ahead to 2006 when my oldest grandson, 15, and granddaughter, 13, were with me at the yacht club just looking. I saw one of my old boats near by and asked if we could take it for a sail. They both loved it. I asked if we could use it and sail in the Sunday races—they said sure! So we raced in our first race, and sure enough, we were dead last in the first race but beat two boats in the second race. I told them when asked how we did (until we get into the top half of the fleet I count from the back end, sooo) that we had a first and third.

The #14647 was for sale at the club, so we took it out and raced it and they signed on for the following season, so we bought it. I'll be 72 later this year, but we do every now and then get close to the front of the pack and have won a couple. I've always loved the Lightnings and have gone to many regattas, sailed with some of the greats, Bruce Goldsmith, Bill shore, Tom Allen, the Fishers, Mullers, and the names go on. It is a wonderful sport, and my family has enjoyed it for many years.

I'm hopeful the grandson will take over the boat and continue the racing. Sailors always have wonderful stories to tell, and I guess I'm in the age group that can tell some stories as well.

Northern "Nutters"

David Sprague



Here are some shots from today's sail on the Humber Bay in front of the Boulevard Club. It was nice getting the two boats out, and we did about 3.3 nm in about 50 minutes on the water.

For those of you that sailed, thanks (it was Stephanie Mah, Keri Romanufa, Dave Foscari, Neil McNeil, Dan Sprague and myself). Thanks also to Hanna and Foscari for trying yesterday, but we were thwarted by the ice by the crane. Thanks also to Irene McNeil and Stephanie for taking pictures. Not sure what Monday will be like, but if anyone wants to try, maybe we can do it again. Needless to say, we have more pictures, and they will be with me at the OSA Fundraiser at Boulevard on February 28.

It was a great sail and nice to finally get out on the water in February. For those of you who were unable to make it I hope you can enjoy vicariously and have a nice hot chocolate as well. We did.



Sailboat History — *Dave Burgess*

A little about my background in sailing. This “adventure” all started in the 60s at the University of Wisconsin sailing center. At that time I learned the basics of sailing—the proper terminology and different points of sail.

The first purchase of a boat was in the 70s. This was a production (plastic type) boat from Sears, a Jetwind. This boat served my family well, as we still have it to date, and is a great boat on which to learn.

The second type of boat my family was involved in was a Prams. We had gotten three from a local sailing center that was getting rid of them—most of which were used for sandboxes (this gives you an idea of their condition). Anyway, my two sons and one daughter had a lot of fun with them on Lake Michigan.

We bought the third sailing boat in the 80s—a Tartan 27. This was a wonderful cruising boat on which we made numerous trips up and down Lake Michigan from Washington Island down to Sturgeon Bay. Around this same time we got an old wood Lightning. This boat went on a couple of adventures, but due to heavy wood rot, I started to rebuild but was unable to complete.

The next sailboat was a SuperCat 22. This boat was fun, and the family did survive minor mental scarring. Later we moved to Hobies Tri-Foilers. These boats are extremely quick and a lot of fun for short distances and short time frames, but they were extremely hard to land and launch on a stone beach where we are located.

The grandchildren were now getting older, and I purchased a Walker Bay sailboat. This is a six-foot dinghy with sails. The grandchildren enjoyed this boat, but it was too small for an adult to go along with them.

This past fall a 70’s Lightning was brought into the mix. This boat has not yet been formally introduced to the family, but this spring I am thinking that this will start yet another chapter in the family sailing stories.

Ken Brown’s Lightning — *Ken Brown*

This is my second Lightning. The first was a wood boat—4200 something. I got it when I was ten and living in Cold Spring Harbor, New York. This would have been about 1971. We moved to Salt Lake City, bringing the Lightning with us when I was 14. That winter I replaced the boat’s deck myself. I sailed it until I was 18 and then thought girls were more important. During its time in Salt Lake we would sink it in its slip to try and keep it from drying out. IT DID NOT WORK! Wooden boat and desert don’t mix. As most of the boats that are on the Great Salt Lake are fixed keel, the Lightning was the fastest on the Lake, and in short order, I was banned from any of the races.

Thirty years and two marriages later, I found myself back in Salt Lake City and again sailing on the Salt Lake. After some looking, I found the current boat, #9287, a glass Lippincott in Boulder, Colorado. Even though the snow was about two feet deep, we headed out one weekend in February to get the boat from Brent Kendrick. We worked about three hours getting it out of the snow and started home.

The first year we just sailed her to see what was what. As I don’t think there is another one for 800 miles, we don’t do much class racing. Last summer my then eight-year-old child Abby came to live with me—and fell in love with sailing and the Lightning. So last spring I replaced the floor boards and the cockpit trim, did some deck repair, added an old Seagull motor to be safer and started in sailing—only to lose the mast on the 4th of July. So now we’re waiting on the mast, and I get to rig that to the boat this spring.

This won’t be the last Lightning I own. We still have fun using the big boats as marks and racing around them—or moving fast in almost no wind.



District/Fleet Membership

Fleets	
1	Skaneateles Country Club
10	Onondaga Lake
46	Irondequoit Bay
77	Newport Yacht Club
108	Great Sodus Bay
164	Willow Bank Yacht Club
225	Henderson Harbor Yacht Club
252	Keuka Lake
338	Galway Lake
484	Ithaca

Click the District name to get a District membership listing.

Regatta Calendar

Calendar at a Glance — 2009	
Oklahoma with John DeLotto	08-08-09-08-11-09
Sonoma Raceway - NASCAR Late Model	08-08-09-08-11-09
Massachusetts Valley Sprint Championship	08-08-09-08-11-09
Lithuania Raceway	08-08-09-08-11-09
Michigan Sprint Championship	08-12-09-08-11-09
Texas Sprint Championship	08-12-09-08-11-09
Bent Beach Annual Raceway	08-12-09
Cox Field Ranch	08-20-09-08-21-09
Lima, Erie District	08-20-09-08-21-09
Michigan Sprint Championship - Chicago	08-21-09-08-23-09
Duke Pines Motorsport	08-21-09-08-23-09
Euro Championship & Indian Championship	08-27-09-07-13-09
New England K&N Sprint Championship	07-13-09
Central America Sprint Raceway	07-13-09-07-13-09
Cross Border One Design Raceway	07-13-09-07-13-09
2009 Canadian Open Championship	07-13-09-07-13-09



INTERNATIONAL LIGHTNING CLASS ASSOCIATION



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- [Photo Gallery](#)
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LCA Events



2014 Race Event

March		
Southern Coast, Gales, South, Australia	March 14 - 18	2014
Southern Coast, Gales, Indiana, Charismatic	March 17 - 18	2011
Southern Coast, St. Petersburg, Winter, Charismatic, Australia	March 20 - 22	2011
Linn, California, Coast	March 28 - 1	2011

April

International, Australia	April 4 - 5	2011
Brazilian Network, Guelph, Australia for World, Charismatic, in person	April 17 - 21	2011
UK, Central, Australia	April 28 - 29	2011
Linn, Linn, Australia	April 28 - 30	2011

May

San, Gilbert, Australia, Cup	May 2 - 3	2011
San, Herman, Memorial, Indiana, Race	May 2 - 3	2011
San, Gales, Central, Charismatic	May 2 - 3	2011
Wu, San	May 15 - 17	2011
Linn, International, Gales, Gales	May 18 - 23	2011
Memorial, St. San, Australia	May 18 - 17	2011

10



Photo Gallery

Our photo galleries are much improved! Please send us links to your Flickr pages or other photo web sites, and we'll download and set them up like these. Take pictures of people having fun, it's all about selling our sport and your event, and building participation next year! Not to mention that everyone loves to see themselves online!

The photo gallery images may either be viewed one at a time by clicking on the forward and backward buttons, or you can view the entire show automatically by clicking on the "Start" button. Clicking on "Stop" will return you to manual mode.

Classified Ads

The Classified Ads are the second most visited area of our site. You will find them under the Marketplace in the navigation. Not much change to it...

Lightning Store

The Lightning Store will tempt you with our great DVDs and logo'd items. We keep the shipping costs down and the prices reasonable for our Lightning gear. I am working on getting some better photos!

Video

Throughout the new site you will see lots of streaming video. We hope to incorporate even more video into this new web site soon.

Wooden Boats

The wood boat group has it's own area. Check out the restored boats—they are magnificent!



<http://www.lightningclass.org/resources/internetListserve/internet.html>



<http://www.lightningclass/resources/historyLightning/index.html>



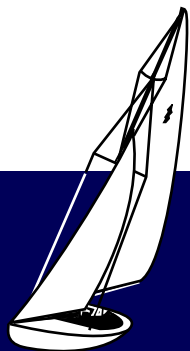
<http://www.lightningclass.org/racing/articles/index.html>



<http://www.lightningclass.org/resources/woodenBoats/index.html>

Not everything is perfect yet... but we are working on it! We hope you enjoy the new website.

Jan & Sherry



Classic Lightning

Bob Astrove — astrove@hotmail.com

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

Restoration of Skaneateles Lightning #167

Bill Oben

The Lightning sailboat was designed by the Naval Architectural firm of Sparkman & Stephens in response to a request from John and George Barnes, owners of Skaneateles Boats, Inc. The Barnes brothers were interested in building a one-design sailboat which could be used both for racing as well as family day sailing. The two firms collaborated closely on the design of the sailboat over a two-year period, and prototype Lightning #1 (now part of the watercraft Collection at Mystic Seaport Museum) was built in 1938. The boat received an enthusiastic response from the yachting world, and production began in earnest the following year.

Lightning #167 was one of approximately 112 Lightnings built by Skaneateles Boats, Inc. in 1939, the first year of production. Records indicate that the boat was sold to Ward's Sporting Goods Store, a dealer in Ogdensburg, NY, who in turn sold the boat to a gentleman residing in that town. She appears to have spent much of her life sailing on the St. Lawrence River, passing through a succession of owners and eventually relocating to the Finger Lakes. In 1999, #167 was donated to the Finger Lakes Boating Museum.



The old sailboat came to us in seriously deteriorated condition. Half of her bottom planks had been removed, revealing severely weakened frames. Many of the side frames were damaged, as were portions of the decking and side planks. All of the mahogany trim, including splash rails, combing and bang rail, was missing. Fortunately, most of the original hardware had been retained.

Each year the Museum selects a theme to guide our program of exhibits and events. The theme selected for 2008 was the boats built in Skaneateles, NY. This prompted our decision to restore our Skaneateles Lightning. Work was begun in the fall of 2007 by Museum volunteers, with the intent to complete the restoration in time to participate in the Lightning 70th Anniversary Celebration in Skaneateles over July 4th weekend, 2008.



The bottom frames and several of the side frames had deteriorated, and it was necessary to replace them. Many of the bottom frames were in such poor condition that they couldn't be used as patterns, and it became necessary to loft the boat (a process which involves drawing the various views of the boat full size) in order to generate the shape of the replacements. The new bottom frames were cut from mahogany stock and carefully positioned with the aid of a reference line that had been temporarily erected above the over-turned boat. The lower section of the center-board trunk was replaced with new mahogany, and the unit was varnished and re-installed in the boat. The deteriorated inner stem was also replaced, and the hood ends of the side planks were refastened to it.

Perhaps the most challenging aspect of this restoration was replication of the double-planked bottom employed by Skaneateles, a system in which two layers of cedar planking are installed at right angles to one another and fastened together with screws and canoe tacks. The factory accomplished this with the use of a steel mold over which the bottom was built. In order to rebuild the bottom without such a mold, temporary



blocking was installed between the frames. This blocking provided a form around which to "bend in" those transverse planks that fell between the frames.

Once the inner layer of planking was installed, the keel was laid down and the inner planking was screwed to it from the inside of the boat. A two-inch section of deteriorated side planking had been cut out, and a replacement piece was installed at this point using a lapped seam. The blocking was then removed and the outer layer of bottom planking was installed.



Each plank was bedded in 3M-5200 and screw-fastened through the inner planking to the frames. As this step was completed for each plank, the two layers were fastened together with brass canoe tacks as originally done by Skaneateles. However, in the absence

of a steel mold, the tips of these tacks were "bucked over" with a hand held clenching iron from underneath the overturned boat. Approximately 2000 tacks were applied this way.

After fairing the new bottom, the boat was turned right-side-up and topside repairs were begun. Sections of deteriorated deck planking were replaced along with several support brackets. The deck was then faired and covered with a new layer of 10 ounce canvas bedded in a coat of fresh paint, as originally done at the factory. The interior of the hull was repainted, and three coats of marine paint were then applied to the canvas.



Replication of the mahogany trim also proved to be challenging because the original pieces were missing and could not be used as patterns. Communication was established with the owner of a Lightning of similar vintage, who provided key dimensions and several photos which proved very helpful in this part of the process. The spray rails were particularly challenging because of the contours and bevels involved in fitting them diagonally across the top of the deck and within the forward end of the cockpit. These parts were dry-fitted along with the replacement coaming, and then removed and finished outside the boat prior to final installation. The replacement mahogany half-oval bang rail stock was fashioned at a local mill work shop, and similarly finished prior to installation.



What a year!

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It's our last night of racing. We're looking towards next year, and we're looking forward to lots of new boats. And, we want those inactive the last year or so to become active again. We're looking forward to bigger numbers! We're just looking forward to some good fun.

Area sailing has been booming. Keelboats, Optimists, Cruising. They're going gangbusters. But the Lightnings are struggling. We need more boats and fresh faces. We need a warm welcome to new and potential members. We need events which are varied and fun for the whole family.

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Thursday nights are not the Olympics. They are just for fun. And they are the perfect way to introduce small boat sailing to all sorts of people. It won't matter if you are one crew short or one too many. In fact, we might get Lasers or Hobies out too. Or even Wayfarers. They'll all want a Lightning soon enough. Let's give it a try. It's just for fun.

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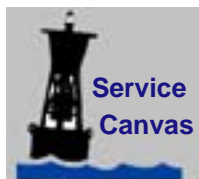
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July 11–12

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For and in consideration of the acceptance by the Buffalo Canoe Club of my entry in the 2009 Lightning Canadian Open, I hereby accept all the risks and responsibilities of my boat's participation in said regatta and waive to the fullest extent permitted by law and any and all claims I may have against the Buffalo Canoe Club, its members, officers, committees, agents and/or employees arising out of or in any way connected to such participation. I agree to be bound by the 2009-2012 Racing Rules of Sailing and by all other rules that govern this event. I further expressly agree that the foregoing release and waiver is intended to be as broad and inclusive as is permitted by law and that if any portion, clause or subclause hereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full force and effect.

It shall be the responsibility of each skipper to decide whether or not to start or continue to race.

I have carefully read this agreement and fully understand its contents. I am aware that this is a release of liability and waiver of claims and sign it of my free will. If Skipper is under 18, a parent or guardian must co-sign.

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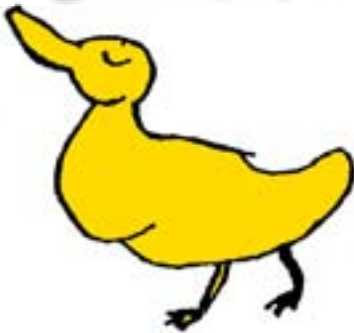
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An Interview with Jeff Linton about the Upcoming World Championships — Bill Fastiggi

While in Tampa for the J-24 Midwinters recently, Regatta Chair Bill Fastiggi spoke with Jeff Linton about the upcoming Lightning World Championships. Minus some idle chatter, here are the highlights:

Jeff: I've never sailed on Lake Champlain. What can you tell me about the sailing in Vermont?

Bill: The course area is about a 45-minute sail or tow depending on wind strength. The bay is a nearly perfect circle about five miles across. It is separated from the main part of the lake by a long causeway, so there is very little boat traffic. Because there are no large hills near the course, the wind tends to be fair and square. The average depth is about 80 feet (24 meters) deep. We don't have reefs or shallow water, and there's no tide or current.

Jeff: Sounds like a good fresh-water venue. What are the winds like?

Bill: We will see a variety of conditions. There will probably be one day where we can't sail, either because of no wind or too much wind. Typical breeze is a steady 10–15 southerly breeze.

It can blow quite hard out of the south, but if there's a cold front, we'll see two to three days of north winds, depending on the size of the front. You need to be prepared for anything. The wave heights are what I would call "wind appropriate." No huge rollers like we saw at the Worlds in Chile.

Jeff: Okay, how about the chill factor? I've heard it's really cold there.

Bill: In September, we could get most anything. Water temperature should be in the high 60s—still warm by Vermont standards but cold for Floridians. Air temperature might be as low as 60 (15°C) if we have a cold front come through or as warm as 75 (23°C).

In the bow, you'll want wet or dry-suits if it is windy. In the back of the boat, shorts and a spray top will be good on a warmer day.

Jeff: So it could be warm or cool, windy or not windy, so what kind of preparation do you suggest?

Bill: The Race Committee will be headed up by Don Brush. He plans to run nine Windward/Leeward races. I wouldn't try to show up with an ultra-lightweight or super heavy-weight team trying to "outsmart" the conditions. You really need to plan on seeing a variety of wind strengths, and I think we can count on Don for a lot of good race management.

Jeff: Sounds great. Normally when we go to the Worlds, we like to take some extra time to visit friends and play tourist. Can we do that from Malletts Bay?

Bill: You bet! Vermont is really beautiful in the fall—one of the most notable places in the world for "Leaf Peeping." There are also museums, hiking trails, small towns and lots of cows. The Ben & Jerry's factory is right around the corner.

You could take a side-trip to Quebec or Montreal, or to New York wine country. New England is full of historical attractions and really pretty scenery. Since the regatta is scheduled after Labor Day, hotel rates will be down, and the summer tourists will have cleared out.

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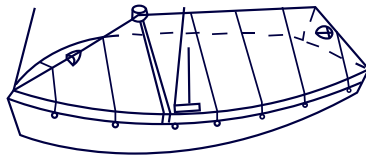
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2008 Results

- * Lightning Spring Classic - 1,3,5
- * Lake Erie Districts - 2nd
- * Midwest Districts - 2nd
- * Independence Day - Pymatuning - 1*,2,4
- * BCC Club Championships - 1st!
- * Texas Districts - 2,4
- * California Districts - 4th
- * North American Championship - 4,5*,7,8,10
- * White Cap - Pontiac - 2,3
- * Pacific Coast Championships - 1st!
- * Bruce Goldsmith Memorial Regatta - 1,2,3,5
- * Hoosier Regatta - 1,3
- * North Cape Blowout - 1,2,3,4,5*,6,7
- * Bluenose Regatta - 1st!



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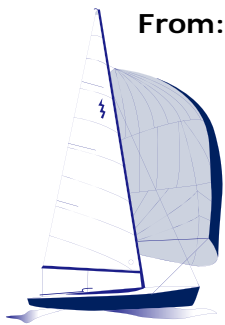
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15125 Allen 2002. UPDATE: boat can be delivered to the southern circuit in March Multiple regatta winner including the 2004 North American championship. The hull is dry, clean and no collisions. Includes 2 masts, Allen trailer, North trailing covers, new Quantum sails, all racing extras - ready to race - turn key program. \$17,500 Contact David or Jody Starck 716-877-1589 cell; dstarck@mtb.com jjswan@aol.com

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14616 Nickels. This is mid-14000 hull looks and sails like a 15000 or better! White hull with blue waterline stripe, white deck. Very clean throughout! 100% ready to travel and race. Updated traveler, jib leads, vang. 2008 Quantum AP Main, AP Jib, (2) spins (AP & Runner), all like new. Practice sails also. (2) Spinn poles, one is tapered and max length. Galvanized trailer, wide bunks w/ closed cell foam pads, new tires and rims + spare, bearing buddies, and Nickels light bar w/ harness. Full (1-piece) trailering cover, mooring cover, mast cover, rudder bag, bag for (2) poles and tiller. Everything for this boat is in great shape. Dry and stiff hull, makes min weight with correctors added. Excellent centerboard and rudder Always dry sailed in freshwater, stored indoors for winters. \$10,000. Located in MI, contact Grant grant-hilger@aol.com or 989.860.5065

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

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

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 eabeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

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

14266 Allen. White hull, ready to race. SS Centerboard, galvanized trailer. Set of racing sails plus 2 extra sets. Trail, mast and mooring covers. Charleston, S. C. \$6,000. email: ctravel81@aol.com. telephone: 843 795 7145

14238 Nickels. Yellow hull in very good condition. Deck

is yellow and white. Ready to race. Nickels trailer and light bar, full covers, three sets North sails, almost new JF2 Jib. Located in Connecticut. Keith Kraner (860)652-8979. kandakrane@aol.com \$5,500

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

14030 Allen, white, good condition. 2 sets of sails, trailer, mooring cover, newer mast. \$4,000. Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

13876 Nickels. Solid Hull in decent condition. The skeg will need some minor glass repair. Minor dings from use over the years. New rudder and New galvanized trailer. 1 set of older sails. Newer boom. Mast works but needs some work. \$3200 or best offer. Proceeds go to the Boat Grant program. Boat is located in NJ. Contact John Faus: johnfaus@yahoo.com or 609-921-6788 Photos

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

12938 Mueller, white with blue stripe, professionally restored and looks great, oval spars and standard controls, North Jib, Main & Spinnaker, ready to sail. Freshly painted trailer with new tires and wheel bearings. \$2,900 Contact Joe Dissette MICH 989-631-2133 I also have many other pre-owned Lightnings. Call to see what's in my barn.

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

12609 Allen. Yellow, white topsides, stainless board, harken hardware, Al mast, race ready. North Sails excellent condition, spinnaker, Allen trailer. Brick, NJ 732-477-6896 sandy872@verizon.net \$2,500

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

9250 White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$2,000 Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

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.