



International Fleet Development Program in Action Four Lightnings to Finland

Kimmo Aromaa



Sakari Pesola and I had two boats to send to Finland after the completion of the World Championships in Burlington. We discussed shipping with Bill Fastiggi and Victor Lobos, and they promised to help us to find way to get the boats to Finland. We wanted to take advantage of the International Fleet Development Program and needed to find two more boats to fill the container. Bill told us about some other boats which were for sale. We took photos and obtained an information package about them, with the hope of finding buyers in Finland.

It took four to six weeks for buyers and sellers to close the deals, and then we had four boats ready to fill the container. One of the boats was sold to Juha Savela to replace his old boat, and the other was purchased by new Lightning owner Mika Suutari-Jaasko.

Winter was coming to Vermont, so Bill was under pressure to get the boats into a container before it began snowing. Bill and Ray Harrington completed the packing. We owe a huge thank you to them for all their work and for taking care of the container export issues. Tom Starck coordinated shipping, and Georges Peter handled all the paperwork on site at the shipping terminal in Boston. It was truly a team effort.

The boats arrived in Helsinki during the Christmas holidays, and we cleared the boats with customs. After one hour of paperwork we had all necessary documents. The boats were taken to Nurminen Logistics Ltd. They had already unpacked the container, and boats were in warm warehouse waiting for us.

That day we had bad weather with heavy wind and lot of snow falling. We could not tow double-deck trailers because they cannot be connected to Finnish cars. We called to a towing company who took the boats on a flat bed and drove the boats to our winter warehouse awaiting the season start on April.

Thanks also to Yrjo Kuitunen and Esko Aalto for helping us open the road to the warehouse and getting boats there. The snow in front of the warehouse door was 300 feet long and 1.5 feet deep.

Thanks to the ILCA for supporting us with container costs and Jan for taking care of money transfers and all required documents.

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President's Column

Brian Hayes, Sr.

It's cold here. Real cold. Maybe not Buffalo, Cleveland, Thunder Bay cold but plenty too cold for plenty too long for me. It's the kind of cold that makes you not want to go outside. So what, in my infinite wisdom, do I do. I allow my wife to talk me into getting a dog. Actually not a dog. A puppy. A nine week old, pee-on-the-floor, whine, cry, poop, nip, sleep, whine, nip, poop, pee, puppy. (Did I mention poop and pee?). Turns out the puppy (Fenway) loves to be (you guessed it) outside. Any guesses as to who is pulling duty as the official "dog taker-outer"? I know now that it is far colder at 3:00 AM outside than it is in my bed (a lesson I feel I did not need to learn, btw).

Now, you may ask, why would you care about my getting a dog and, more specifically, how it has any bearing on the ILCA. Well, it doesn't really, but, I will say, I am more excited than ever to be heading for the Southern Circuit!!! Ten days of warmth, sunshine and relaxation. Ten days of sailing, racing and hanging out with friends and, best of all, ten days of no pee, poop or whining (OK, there will be whining, but it will be from me!). VP Southern Circuit Laura Jeffers has done a great job securing super rates at some of each venues best hotels, and each of our host clubs is ramped up and ready to host great racing and awesome parties. There is a ton of information posted on the website along with a "who's coming" page for each venue. If you are planning on joining the fun, then let them know you're coming by signing the "who's coming" page to help each venue plan accordingly. Also, remember, the Midwinter meeting times and issues to be voted on in St. Petersburg are posted on the website and in this issue. Please plan to attend or send a proxy to Jan so you and your fleet are represented.



The yearbook is moving along and, while there is a bit more work to be done, Rebecca Espinosa, our yearbook editor, has done a great job in organizing articles, doing interviews and, generally, guiding us through the process of producing a quality research and an entertainment-laden book. There are hopes of a March 1 completion, and we may need some help attaining that goal, so feel free to email or call Jan to see if you can offer assistance.

Lastly, the first quarter of the year is when it is critically important for us, as a class, to get our memberships processed. Our office is a one-person show, and membership processing takes time. I, like many, don't rush to pay for something until I "need" it, and I understand that many Lightning sailors don't really feel they "need" their membership until they get to that first regatta that requires you to be a member. However, now is the time when Jan and her "staff" (read:

Steve) are best equipped time-wise to process memberships, mail packets and update our database in preparation for the upcoming season. In an effort to maximize the efficiency of our office and enable us to better serve the membership, please join the ILCA today, either online or by mail. Also, this year, the ILCA has asked for and received "coupons" from many of our advertisers as an added benefit of membership. These coupons will be mailed with each "Active" membership. Joining now will allow you to take advantage of the generous offers of many of our supporters who are dedicated to helping add value to your ILCA membership.

Looking forward to seeing you in March. I'll be the one with the big smile on my face!!

**Follow the ILCA on
Facebook and Twitter**

Vermont Ski Weekend with Fleet 301 — Mallett's Bay

- February 6th and 7th — SAVE THE DATE
- Sugarbush Mountain Resort, Waitsfield, Vermont
- Reduced lift tickets will be available
- Limited Housing on a first to commit basis
- Dinner organized by Fleet 301 for Saturday night

- Come join us for two days of great skiing, apres ski and dinner on Saturday night
- More details to follow shortly.

Any questions, please contact:

Heather Ambrose at
heatherrowe@mindspring.com

or

Kika Bronger at kika@bzvt.net



Official Notices

Notice of Meetings:

The next Governing Board Meeting of the ILCA will be held Thursday March 18, 9:00 AM in the Quarterdeck of the St. Petersburg Yacht Club.

The next General Meeting of the ILCA will be held Thursday March 18, 6:00 PM in the Ballroom of the St. Petersburg Yacht Club.

Proposed Change to the ILCA By Laws—to be voted on at the March Annual Meeting

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.

Proposed Change to the ILCA Constitution—to be voted on at the March Annual Meeting

ARTICLE IX – EXECUTIVE OFFICERS

2. Each officer shall be nominated, and voted upon separately by the fleet delegates in the order named and the candidate receiving the greatest number of votes shall be considered elected. The officers shall be:

(a) **PRESIDENT** – The President is the chief executive officer and shall preside at all meetings and serve as Chairman of the Executive Committee and Governing Board. He or she shall rule on procedure, jurisdiction, summarize decisions, appoint special committees and authorize the payment of all bills.

(b) **VICE PRESIDENTS** – There shall be elected a number of Vice Presidents who may have as their primary responsibility serving as chairpersons of special committees appointed by the President. Each Vice President shall present a report of the activities of the committee in person and/or in writing at the association's Annual Meeting.

Vice Presidents shall officiate in the absence of the President in the following order: Chief Measurer, Secretary, Treasurer, executive committee member, longest serving Vice President.

For countries other than the U.S.A., a Vice President should be designated by the Active Members of each country **and in addition, Europe and Latin America shall designate a Vice President for Europe and a Vice President for Latin America** to represent that country and area in international affairs and to promote organized Lightning Class activity. **Continental Vice Presidents can also be country Vice Presidents.** Additional Vice Presidents should be designated in a ratio of one Vice President for every 100 Active ILCA Members in that country. This is designed to be a separate position or may be combined with the office of District Commodore. Vice Presidents from countries outside the USA may also be elected to serve as special committee chairpersons. The name of the designated Vice President(s) is to be submitted to the Nominating Committee in writing thirty days in advance of the annual meeting by the Secretary of the corresponding District.

Proposed Change to the ILCA Constitution—to be voted on at the March Annual Meeting

XIV – MEETINGS

The Annual Meetings shall be scheduled during **a sanctioned Continental Championship, in the vicinity of the regatta.** ~~period including the Qualifying Series or the Final Races and in the vicinity of the North American Championship Series~~ Except on odd numbered years when it shall may be held in conjunction with the World Championship, ~~so long as the Annual Meeting is held on or before August 31st.~~ The new slate of officers will commence their term of office on September 1st. Special meetings shall be held by order of the Governing Board or upon written demand of twenty-five percent of the Fleets. The time and place of all meetings is to be fixed by the Executive Committee.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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www.lightningclass.org



Lightning Family News

Laura, Geoff, Linda, Tracey and others got out on Humber Bay on New Years Day. The weather was nice, -1 degrees, wind 10-17 knots, and the snow was not bad. We were warm.

There was ice all over the boat we took out (KC - Kacey) and snow all over In Lieu

Humber Bay on New Years Day

David Sprague



David packing up



Chris and Martha



Lets hope for a nice day in Feb like 2009 and we may get out again! Otherwise probably March.



Just Launched!

Voici des photos de notre petite cocotte, Anna-belle Holly. Elle est née le 30 novembre à 11h23 et pesait 6lb 3oz. Nous allons tous bien mais nous sommes évidemment fatigués par moment. Thomas aime beaucoup sa petite soeur et veut toujours lui donner des bisous.

Nous sommes vraiment comblés et nous apprécions chaque instant!

Here are some pictures of our little Annabelle Holly. She was born on November 30 at 11h23 and weighed 6lbs 3oz. We are all doing great but at times tired. Thomas really loves his little sister and wants to give her kisses all the time!

We are so very happy and we appreciate every moment.

Valérie, Michael, Thomas et Annabelle



Central New York Yacht Racing Association Trophy 1939-2009

Dick Hallagan won the trophy for the first time in 1959. Fifty years later, 2009, Dick won the trophy again.



Only one year after being created, the Lightning one-design sailboat, began to compete in the annual multi class Centrals regatta (Stars, Comets, Snipes, Scows etc.) put on by the Central New York Yacht Racing Association. The Skaneateles Lightning Class Championship Trophy was established in 1939 as the traveling trophy for that regatta.

Except for the WWII years, this trophy has been in completion for consecutive years: 1939-2009; probably the oldest Lightning Trophy with this claim. The YRA region includes all of the Finger Lakes, the Lake Ontario Bays, and the Eastern New York Adirondacks, Saratoga, Lake George area. The Lightning Central New York District is a similar geographic area, but is a separate organization.

In the early days of the Lightnings, Central New York would just have two or three regattas a summer, with about 40-50 boats participating. Then in the 70s individual fleets started holding annual regattas, resulting in about six regattas for the CYN each summer.

After sixty years of "traveling", the SLCC Trophy was in disrepair. Al MacReynolds of Fleet 77 rebuilt the trophy and added more room for additional names.

2009 Michigan Distinguished District Award Winners



This is a first, throughout the history of sailing, that awards as comprehensive categorically, let alone unique and tasteful, as these have been awarded by sailors to those that have heretofore toiled away in obscurity making our racing special...you should be proud!

Here are your 2009 winners:

BEST BEER: Fleet 54 Pontiac Yacht Club

BEST FOOD: Fleet 216 Bay City Yacht Club

BEST ENTERTAINMENT: Fleet 31 Devils Lake Yacht Club

BEST LOCATION: Fleet 110 Higgins Lake Sail Club

BEST RACING: Fleet 42 North Cape Yacht Club

BEST REGATTA: Fleet 512 Boyne City Yacht Club

BEST RACE COMMITTEE: Fleet 216 BCYC @ Tawas Bay Yacht Club

BEST NEW TRADITION: Fleet 31 DLYC with the Bruce Goldsmith Regatta

COLIN & KAREN PARK BEST ACCOMMODATIONS:
Chris Jacobson of Fleet 216 BCYC

IN APPRECIATION: Colin & Karen Park for their many years of housing inordinate numbers of out-of-town skippers and crew.

GOLDEN LIGHTNING BOLT: John Heagy, six years as District Commodore.

Larry Frost Wins the 2009 Southwestern Lightning Circuit

John Womble



Larry Frost from New Orleans came out on top after the last circuit stop of the first annual Southwestern Lightning Circuit at his home club. He sailed very consistently at the five circuit stops he attended with three 1st and two 2nd place finishes in the regattas.

Clarke Newman and John Womble from Dallas took 2nd and 3rd, respectively. Robert Bernhard from Florida finished 4th, and Bill Baxter, Jr. from Memphis rounded out the top five. John Womble was awarded the "Road Warrior" trophy for being the only competitor to attend all six circuit stops.

Twenty-seven teams competed in the circuit, and there was an average of ten boats at each circuit stop. Most regattas were up in attendance from last year, which considering the economy 2009, is exceptional.

It was a great season of travel, fellowship, and sailing experiences—most with great breeze! Below is a short recap of each circuit stop. Visit the ILCA web site for regatta results and full reports.



The first name on the trophy will be the 2009 Southwestern Circuit Champion Larry Frost

Circuit Stop 1—Bay-Waveland Yacht Club



The Southern District of the ICLA held their District Championship regatta in conjunction with the GYA Opening regatta this year at Bay-Waveland Yacht Club in Bay St. Louis, Missouri. The GYA Opening is a major regatta in the south that hosts eight different one-design classes with around 100 boats in 2009.

With the ten Lightnings parked right in front to the main entry to the club house, this event was a great place showcase our Class. It also helped that it is the home club of the soon-to-be 2009 North American Lightning Champion, Marcus Eagan.

Countless people stopped by the various boats over the weekend with stories of the old days when they sailed Lightnings on the Gulf Coast and told us how glad they were to see us back.

The wind turned out to be more than twice the forecasted 10–12 mph, so the racing conditions were a lot of fun. The waves on Bay St. Louis were really rolling all weekend, and several boats had a hard time keeping their center boards in the water (including Team Womble).

Marcus Eagan sailed a very consistent regatta, with bullets in all four of the races that the Race Committee was able to complete before the high winds caused them to abandon.

Larry Frost was close behind in 2nd, Tommy Merrick finished 3rd, Clarke Newman finished 4th, and Robert Bernhardt finished 5th.

Circuit Stop 2—Delta Sailing Association

They say to head Memphis if you want to see southern hospitality at its best—and they are right! The Delta Sailing Association and Lightning Fleet 274 hosts their Hernando Desoto Regatta every spring at the same time as the “Memphis in May” festival, and in 2009 it was the same weekend as the World Championship Barbecue Cooking Contest.

Team Womble drove up early Friday to enjoy the festivities before the regatta started. It’s hard to beat all the live blues music on Beale Street and the best Barbecue in the world all in one place.

Racing the next day was tricky to say the least. It was very breezy and VERY shifty, which caused several lead changes in the first day of races.

That night the Fleet was treated to a home cooked barbecue dinner that was put on at the lake by the members of Fleet 274.

On Sunday morning the wind had built from the day before, and the temperature had dropped twenty degrees. In the end, Larry Frost won the regatta by one point over Robert Mattix. Robert Bernhardt finished 3rd, Bill Baxter Jr finished 4th, and Team Womble finished 5th.



Circuit Stop 3—Rush Creek Yacht Club



The last three Texas District Championship regattas had five to six boats in attendance, and there has not been double digit attendance since the 1980s. So when we had eleven boats on the line that Saturday morning, we knew our efforts were starting to pay off.

It was a typical very hot Texas summer day, but we had the key ingredient for great racing—breeze!

The party that night was enjoyed by all. Rush Creek Yacht Club cooked a great dinner for us, and that was followed by free rum and live music on the club’s deck, courtesy of our regatta sponsor, Don Q Rum. Larry Frost’s crew even entertained the Fleet with a few songs.



—Circuit Stop 3—Rush Creek Yacht Club continued

Clarke Newman and Larry Frost took turns leading the regatta all weekend, but in the end Larry won the regatta again by one point. Bill Baxter, Jr. finished 3rd, Aroldo de Rienzo finished 4th, and Peter Doncaster finished 5th.

This was the first regatta we hosted at Rush Creek Yacht Club since re-activating Fleet 435, and it is our hope that we can build on the success of this event and begin to see a resurgence of Lightning sailing in Texas.



Circuit Stop 4—Jackson Yacht Club

After the summer break, the Southwestern Circuit started back up with the Hospitality Regatta at Jackson Yacht Club in Jackson, Mississippi. This regatta has always been well-attended in the past because of its central location to sailors from the surrounding areas, but a stormy weather forecast really hurt the turn out this year.

Luckily for the seven boats that decided to brave the weather, the major storms never materialized. It was a cold, grey weekend with light rain off and on, but at least we had a little breeze.

Larry Frost won the regatta, Clarke Newman finished 2nd, Ian Edwards finished 3rd, I finished 4th, and Bill Baxter, Jr. finished 5th.



Circuit Stop 5—Houston Yacht Club



The Turkey Day Regatta at Houston Yacht Club was selected as a circuit stop this year in an attempt to jump start Lightning sailing in the Texas Gulf Coast area. The great fleet builder, Ian Edwards, from Sydney recently moved to Houston, and several of his friends from the Lagos Lightning fleet have also recently relocated there as well. Fleet

435 from Dallas saw this regatta as a great opportunity to build a Lightning fleet at HYC. So, in addition to the two boats competing in the regatta from Dallas, we loaned three additional boats to the Houston skippers. Ian also loaned his second boat to a Houston skipper, and out of the blue a new member from HYC bought a Lightning. All of that plus the teams that attended from Florida, Louisiana, Mississippi, and Mexico made the regatta the largest circuit stop with thirteen boats!

Saturday was cold and rainy, but the Race Committee was able to get four great races in. That night at the club the fleet enjoyed a wonderful Mexican dinner, thanks to the sponsorship of Dieball Sailing—thanks Skip! The sun finally came out the next morning, but the wind decided not to show up with it. After a sucker breeze tricked us all into sailing out into the bay, the RC abandoned the race.

This was the Turkey Day Regatta, so HYC presented the top finishers in each class with a large frozen turkey as their trophy. Taking home turkeys in the Lightning Class were Clarke Newman for 1st place, Aroldo de Rienzo for 2nd place, Team Herman for 3rd place, Robert Bernhardt for 4th place, and Scotty Barrett for 5th place. After we headed back to Dallas, Ian held a meeting in the parking lot with all of the Houston skippers. He tells me several of them plan to buy Lightnings and start sailing at HYC and on the circuit in 2010. Thanks for all of your efforts Ian; we wish you the best of luck.

Circuit Stop 6—Southern Yacht Club



The Sugar Bowl regatta was final circuit stop of 2009, and it was co-hosted by Southern Yacht Club and New Orleans Yacht Club. The Lightnings sailed out of SYC's recently completed club, and it is remarkable! The Sugar Bowl regatta is always the weekend after Christmas, but since Christmas fell on a Friday this year, the regatta was the next day. That hurt attendance this year, but all seven bloats that did attend were very competitive.

Since everyone was eager to get back to their families, the Race Committee decided to run all five races on Saturday. After several lead changes throughout the day, Marc Eagan won the regatta. Larry Frost finished 2nd, Robert Bernhardt finished 3rd, Team Herman finished 4th, and Clarke Newman finished 5th.

A planning meeting for next year's Circuit was held at SYC after the Sugar Bowl and Circuit award presentation since all of the fleets had members in attendance. The main topic was next year's schedule of regattas, and after some debate, a final schedule was approved. The group felt that expanding the Circuit to include more of the gulf coast was a good idea, so stops in Alabama and Florida were added. It was also decided that only five of the six regattas would be counted for each teams score.

Thank you to the Newman family for donating the perpetual trophy for the Overall Circuit Winner, Bill Buckles and Fleet 62 for donating the Road Warrior Perpetual Trophy, APS for donating gift certificates to the top three finishers, Don Q and Dieball Sailing for sponsoring social events at two of the circuit stops, and the ILCA for all for their support of our development efforts in the South. I hope to see all of you next year at the first circuit stop in Houston.

Sugar Bowl Results

Place	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Points
1	15393	Andrew Eagan, Marc Eagan, Kippy Chamberlain	1	2	4	1	1	9
2	15211	Larry Frost III, Chance Miller, William Brennan	2	5	1	2	2	12
3	15201	Robert Bernhardt, Scott Kirchharr, Dylan Wacker	3	1	3	4	6	17
4	14136	Jeanne Herman, Kristen Herman, Ben Herman	5	4	2	6	2	19
5	15360	Clarke Newman, Deanna Newman, Brad Winslett	4	6	7	4	3	24
6	14817	John Womble, Ginger Armstrong, Batton Kennon	7	3	5	5	4	24
7	15329	Thomas Meric, Thomas Meric, Monte Echolls	6	7	6	7	7	33

2009 Southwestern Lightning Circuit



Competitor's Information		Circuit Stops						Bonus Points	Total Points	Current Position	Final Position
Sail #	Skipper	BWYC	DSA	RCYC	JYC	HYC	SYC				
15211	Lawrence Frost	9	9	11	7	0	6	4	46	1	1
15360	Clarke Newman	7	0	10	6	13	3	4	43	2	2
14817	John Womble	4	5	5	4	4	2	10	34	3	3
15201	Robert Bernhard	6	7	0	0	10	5	4	32	4	4
14488	William Baxter Jr.	5	6	9	3	0	0	3	26	5	5
14975	Aroldo de Rienzo	0	0	8	0	12	0	1	21	6	6
15329	Tommy Meric	8	0	0	0	8	1	2	19	7	7
15410	Ian Edwards	3	0	3	5	3	0	3	17	8	8
14136	Team Herman	0	0	0	0	11	4	1	16	9	9
14666	Crit Currie, Jr.	1	3	6	2	0	0	3	15	10	10
13931	Scott Barrett	2	0	0	0	9	0	1	12	11	11
15392	Marcus Eagan	10	0	0	0	0	0	0	10	12	12
14533	Robert Mattix	0	8	0	0	0	0	1	9	13	13
15392	Marc Eagan	0	0	0	0	0	7	1	8	14	14
13703	Peter Doncaster	0	0	7	0	0	0	0	7	15	15
13806	Kevin King	0	0	0	0	7	0	0	7	16	16
14964	Andrew Lee	0	0	0	0	6	0	0	6	17	17
15326	Gary Schwantz	0	0	0	0	5	0	0	5	18	18
14065	Carl Panneta	0	4	0	0	0	0	0	4	19	19
14045	Jeff Camiel	0	0	4	0	0	0	0	4	20	20
14736	Bell / Waskom	0	0	0	1	0	0	1	2	21	21
14171	Tony Kelly	0	2	0	0	0	0	0	2	22	22
14964	William Biermann	0	0	2	0	0	0	0	2	23	23
10275	Mark Haas	0	0	0	0	2	0	0	2	24	24
14375	W. N. Baxter Sr.	0	1	0	0	0	0	0	1	25	25
10275	Beth Richard	0	0	1	0	0	0	0	1	26	26
11815	Bruno Jardin	0	0	0	0	1	0	0	1	27	27
Number of Entrants		10	9	11	7	13	7			27	27



Clarke Newman



John Womble



Robert Bernhardt

NOTICE OF CIRCUIT

2010 Southwestern Lightning Circuit



Invitation

You are cordially invited to participate in the 2010 Southwestern Lightning Circuit to be held from April 2010 through November 2010. This circuit is intended to promote the development of the Lightning Class in the states of Alabama, Florida, 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. The top five out of the six regatta scores, plus the total bonus points will equal each skipper's final Circuit score.

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 a onetime \$25 entry fee for the Circuit to cover the cost of the prizes, and entry forms will be provided at all circuit stops. Individual regattas may have entry forms or fees per their NOR's, and they are the skippers responsibility. Skippers participating in at least one scored regatta of the Circuit will qualify to be included in the final overall Circuit standings, but only skippers who pay the entry fee qualify to receive prizes.

Prizes

A perpetual trophy will be awarded to the skipper with the highest total Circuit points. The "Road Warrior" perpetual trophy will be awarded to the skipper that attends the most Circuit stops, and ties will be broken in favor of the skipper with the highest total Circuit points (no one skipper can win both perpetual trophies). Additional prizes will be presented to the top five finishers in the overall Circuit in addition to the individual regatta prizes.

Schedule

Six scheduled regattas comprise the Circuit:



April 24th – 25th
Texas District Championship - Houston Yacht Club
Shoreacres, TX (Houston)

May 29th – 30th
Juby Wynne Regatta - Southern Yacht Club
New Orleans, LA

June 5th – 6th
Southern District Championship – Buccaneer Yacht Club
Mobile, AL

September 18th – 19th
Cotton Pickin' Regatta - Delta Sailing Association
Hernando, MS (Memphis)

October 16th – 17th
Fall Dinghyfest Regatta - Rush Creek Yacht Club
Heath, TX (Dallas)

November 13th – 14th
Jubilee Regatta - Pensacola Yacht Club
Pensacola, FL

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

Fast forward

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



SOUTHERN CIRCUIT 2010

March 12-21:

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

2009 Results:

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

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

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

ATLANTIC COASTS **1,2,5**

SOUTHERN CIRCUIT **1,2,3**

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

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

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

EAST

Brian Hayes (203) 783-4238

Ched Proctor (203) 783-4239

CHESAPEAKE

Allan Terhune (410) 280-3617

Greg Fisher (410) 212-4916

CLEVELAND

Nick Turney (216) 361-2594

onedesign.com



One Design



Team Newman Wins the 2009 HYC Turkey Day Regatta

Clarke Newman

I had pulled a double deck before. I even towed two boats thirty-six hours to Newport for the 2008 NAs, but for the first time in my life, I was headed to a regatta with two Lightnings and only one crew. With the fifth stop on the inaugural ILCA Southwestern Circuit coming up, the Texas District was using that regatta to restart the long-dormant fleet in Houston. The last time there was significant Lightning activity at Houston Yacht Club was the 1960s.

So, the Rush Creek fleet brought down three extra boats for the people in Houston to sail. Well, we brought down two. Mark Hass from Houston was good enough to come up and fetch one—he even brought a trailer and covers.

Anyway, Ian Edwards in Houston, by way of Sydney and Lagos, worked his amazing form of fleet building alchemy to line up Houston based teams for six boats (our three from Dallas, his two boats, and a Lightning recently “discovered” in Houston). The teams included some old hands returning to Lightnings, some Lightning sailors recently arriving from Lagos, and some sailors new to Lightnings. All of the frenzy to line up crews created such energy that, for the first time since the 1980s, the Texas District had two regattas with double digit attendees in one year. Now, I know all the east coast guys giggle at the fact that we were thrilled to get thirteen boats at a regatta in Houston, but just two years ago, it was not even conceivable.

Saturday dawned with clouds and rain and temperatures in the low 50s and winds 12–20 out of the north. The trouble is, it stayed that way all day. The winds were up and down a bit, and the rain was heavier at times. I could be wrong, but it seemed heaviest between each of the races.

The Turkey Day Regatta at Houston Yacht Club is really a big boat regatta. So, we shared the race course with a bunch of boats thirty-five to forty feet long. They also had some Ensigns, and this year, they had A-Cats, and

Finns as well as Lightnings. The A-Cats and big boats went to a weather mark that was half a mile up wind of our mark. The Cats went off first, followed by two big boat starts. That put the big boats coming back down Galveston Bay while we were going upwind. It made for interesting sailing.

Galveston Bay is very shallow, and heavy rain in the Houston area on Friday and a north wind on Saturday made for unusually strong ebb out to the Gulf. That put the current on our bow upwind. It was very important to overstand a bit at the weather mark and gybe early to the leeward gate. There were a few touched marks in this regatta.

In the first race, fifteen-year-old Ben Herman got away clean at the pin for what was obviously a “get left” strategy. Aroldo de Rienzo from Mexico and Team Newman were right there with him. Tommy Meric from New Orleans and Robert Bernhardt from Florida were working up the left side of the rhumb line, and we all rounded closely in that order. Half way down the first run, we all encountered the mid-course finish line that was an obstruction to anyone not finishing. Ben went around the right end and I went left, Aroldo, who had slipped behind us, and Tommy went right through the line. Team de Rienzo dropped their chute and unwound themselves, and that put them back a bit. Team Meric got by us as we sailed around the end of the line, and the positions held for the next three legs. Herman was first, Meric second, Newman third, Bernhardt fourth, and de Rienzo was seventh.

The second race was very much the same thing, as the kid got away again. We were buried at the start, as was de Rienzo. Both of us tacked to clear our air only to find that we were being lifted right up to the mark. Everyone down the middle and the right had a hard time getting up the leg. Herman rounded way out in front with Aroldo and I rounding almost overlapped. Scotty Barrett from



Bay Waveland sailed really well up the second beat. I am not used to people coming from behind and to leeward to sail up across my bow unless their name is Terhune or Fisher. So, we (I) was a bit frantic about our boat set up. We moved our starboard lead, and that seemed to solve the problem, but not before Scotty rounded in front of us.

Somehow, we were able to get past Scotty on the run and the positions held until the finish. So, Team Herman was in front, we finished second, Aroldo finished third, and Scotty was fourth. I thought for a moment that Ben would be unbeatable.

The third race was more of the same, except this time, it was Aroldo who got away left for a sizable victory, Andrew Lee from Houston was second, we were third, Bernhardt

was fourth, and Kevin King, another Lagos alumni now in Houston, was fifth. By this time, we'd been out on the Bay in the cold rain for little under five hours.

The fifth race was interesting. This time the middle was more the better route, as the boats working up both sides slipped back a bit. Up the second beat, we were even and three boat lengths to windward of Aroldo going up the middle on port tack. Barrett, Herman, and Bernhardt were clumped together going up the left. They seemed to be lifting out inside of us. So, I tacked away from Aroldo to decrease their leverage. We tacked back to port about two-thirds the distance between the group and Aroldo. I told my crew we would probably lose Aroldo if the right worked out, but I didn't want to risk losing the three to the left since we had no throw out.





As it turns out, Aroldo finished about a boat length in front of us for the win, Barrett was third, and Bernhardt was fourth.

Skip Dieball, who was crewing for Aroldo, sponsored a great dinner, and a good time was had by all, and it helped build a connection among the Houston Lightning crowd and with the out-of town contingent.

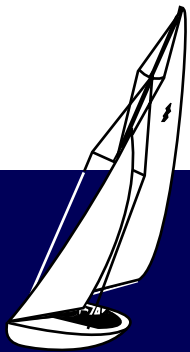
Sunday morning dawned without a cloud in the sky and with no breeze at all. We went out around 11:30 to race in a developing sea breeze that lasted until the Lightning fleet started. The Race Committee abandoned about ten minutes after our start.

We finished with nine points, Aroldo had eleven, Herman had thirteen, Bernhardt finished with eighteen, and Barrett had nineteen to round out the trophies. I want

to thank my sister, Deanna, and Ralph Bilnoski for doing a great job and helping me stay so consistent. I also want to thank everyone who made this event way better than we had hoped for just two months ago. We hope that this experience helps get enough people at HYC to reform the fleet there. The Houston group is optimistic about putting a fleet re-activation request to the Spring ILCA Governing Board meeting.

Now it is on to the Sugar Bowl regatta in New Orleans where Larry Frost and I are tied for the lead going into the final stop on the Southwestern Circuit. We hope that the attendance at that regatta will better still. The number of boats at each stop has been better than the year before, and that is during a year where other regattas have been down. I hope to see you all there!

2009 Houston Yacht Club Turkey Day Regatta									
Pos	Sail	Skipper	Crew	Yacht Club	1	2	3	4	Total
1	15360	Clarke Newman	Deanna Newman, Ralph Bilnoski	Rush Creek YC	2/RDG	2	3	2	9
2	14975	Arolodo de Rienzo	Skip Dieball, Pablo Guzman	Rush Creek YC	6	3	1	1	11
3	14136	Benjamin Herman	Cal Herman, Sr., Mason Ryan	Southern YC	1	1	6	5	13
4	15201	Robert Bernhardt	Scott Kirchharr, Dylan Wacker	Buccaneer YC	5	5	4	4	18
5	13931	Scott Barrett	Todd Edwards, Ann Edwards	Bay Waveyland YC	3	4	9	3	19
6	15329	Tommy Meric	Cindy Cady, Hartley Crunk	Southern YC	2	6	7	8	23T
7	115360	Kevin King	Stephen Boettcher, Chris Shipman, Steve Harris	None	4	7	5	7	23T
8	14964	Andrew Lee	Marvin Beckman, Jonathen See, Rachael Spahr	None	8	8	2	11	29
9	15326	Gary Schwantz	Jacques Schwantz, Charles McMullin	Lagos YC	7	10	8	6	31
10	14817	John Womble	Ginger Armstrong, Anne Lee	Rush Creek YC	10	9	10	9	38
11	15410	Ian Edwards	Lindy Edwards, Diana Strickler	NSC (and HYC)	11	11	11	10	43
12	10275	Mark Haas	Tammy Hendrick, Bill Byers	Houston YC	9	12	12	14/DNF	47
13	11815	Bruno Jardin	John Glasscock, Matt Sbaschnig	None	12	13	13	14/DNF	52



Classic Lightning

Bob Astrove — astrove@hotmail.com

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

Philadelphia Wooden Boat Factory

Brett Hart

The plan started brewing as I banked left and right on my 1981 Honda CB750 along the Wind River Valley, Wyoming. I had a great amount of time to think on the homeward leg of an around-the-country, solo motorcycle trip. It was there that I started dreaming about a Lightning racing team, about a fleet of boats built by the members of that team, students of the apprentice-style boat shop I was on my way home to work for. The apprentices in this boat shop would be teenagers from Philadelphia's most dangerous neighborhoods. When they arrive they will be walking in the door to a boat shop for the first time. Many will not yet know how to swim much less understand the subtleties of windward reaching or the complexities of setting a spinnaker on the downwind leg. These students will come from single parent households, extreme poverty and generation after generation of parents who never became the first to graduate from college. The purpose of the program will be to meet these issues head on. In doing so, we will look to the Lightning sailboat as a vehicle for true transformation. The plan began in Wyoming, but the seeds were planted long ago.

In 2001 at the age of twenty-five, I was engaged as a full time volunteer for an upstart, non-profit organization called Philadelphia Wooden Boat Factory (PWBF). An aberration for the South Philadelphia neighborhood it called home in every way, PWBF's shop was nestled down a long abandoned alleyway about a half-mile from the local professional sports stadiums. According to the zip code, the shop was fully immersed in an urban landscape, yet it felt entirely isolated—a sanctuary in a wooden boat universe.

The entrance to the 3,000 square-foot building was made via the office, with bookshelves containing works by Chapelle, Hamlin, and McIntosh. Navigating your way across the office you made your way past the founder's desk with his 1940's fedora and plaid flannel coat, past the remnants of bark scattered around the wood burning stove, past Christina's desk that was awash in boat plans and yarn from the hat she seemed to always be knitting. From there you would enter the long but narrow workshop where you might find a Catspaw Dinghy or a modern Antonio Dias designed sailing sloop in various stages of construction.

If it were morning you would also find the true heart of the organization, young people, mostly from local public

schools and not the type of which you would usually expect to produce boat builders or yachtsmen. On any given day the students could range in age from 8–18. All were on escape from the routines and often contrived exercises that are their daily lives and for a few hours free to explore manipulation of the material world.

To support myself I had a nighttime job as a waiter at a hip eatery in a converted early 20th century bank on Philadelphia's Restaurant Row. It was at this job that I met and became life-long friends with a young woman named Jessi. I've been thinking about a conversation Jessi and I had one evening while drinking the house cappuccino, waiting for the dinner rush. Jessi was a young, intrepid artist with an iconoclastic persona. I remember Jessi describing what she interpreted to be a void in her life, a vacancy of social connection. At the time Jessi was immersed in the stories of civil unrest and social movements. Her problem, as she saw it, was that as Americans we lacked the social connectivity derived from struggle against an oppressor and committing all of one's self for the greater good, even with wanton risk of life and limb. I could relate to what she was saying and understood what she meant. Many of our most pressing social issues are so interwoven in the fabric of our every day life that they become common and somewhat imperceptible. At the very least it can be too daunting to even think about how to affect any real difference.

I was lucky to have found something of personal significance to attach myself. The issues addressed at the shop were personal. I had been no star pupil in school, lacking any real interest in my work. Yet here I was as a carpenter using geometry, or as a sea captain learning the principles of trigonometry. I started to see how my own confidence was built upon desire and success, and I became eager to share that experience with other young people who might, for various reasons, be close to giving up on themselves.

During my time in the shop PWBF Founder Geoff McKonly and I found that in our conversations always seemed to tumble home to educational theory. Geoff shared with me his favorite authors like John Taylor Gatto or Niel Postman. We felt exhilarated when we would come to a recognized truth. This bond, based in a social service, may be in part what Jessi felt was missing in her life.



For the first twelve years of its existence, Philadelphia Wooden Boat Factory focused exclusively on partnerships with Philadelphia public schools, offering a program in which teachers would bring their class of up to thirty students to the shop once a week over a nineteen-week period to construct wooden canoes. This program has been and will remain one of the core efforts of the organization.

An after-school program is significantly different in nature. Students join as individuals and are responsible to arrive on their own during their own free time. To answer the challenge of student retention, the program needs to offer students an identifier. The students should feel a sense of accomplishment and belonging, but, of course, it also needs to be fun.

I am not a sailboat racer, or at least I wasn't in 2002. But that's about the time I was invited to crew on Lightning with Hugh Hutchison, the Chairman of the Board of an organization that operated a tall ship of which I was the Captain. Hugh was a Lightning owner and, I am told, a fairly successful competitive sailor. He was serving as Commodore for the Riverton Yacht Club, which is where he took me for my first race. Generally, the last thing I wanted to do if I could find a day off was go sailing. That Wednesday evening we raced into the evening, winning at least one of the races. Despite my sail fatigue, I had a good time and really came to appreciate the Lightning as a boat with all the potential to be an educational platform.

The boat was simple enough that it could be sailed under its main alone, but its rig offered so much more. It was stable and could accommodate at least four people, if needed, and was fast enough to really be fun.

After my bike trip home to Philadelphia I was eager to call Jan at the Lightning office. My initial concern was that maybe someone who knew more than me about small boat sailing programs would tell me that the Lightning would be a poor choice of a first boat for novice sailors. Jan encouraged me to reach out to Bob Astrove who learned to sail at Camp Seagull in North Carolina. I spoke to Bob on the phone numerous times, and he assured me that not only was the Lightning the boat he learned to sail on, but also the main boat used by the camp specifically for first time sailors.

Feeling like we were on the right path, we began to consider how to carry out the program in its first year.



We felt that it would be critical to recruit students from the 8th grade so that we could begin to establish an ongoing relationship that would last throughout their high school experience. Racing a sailboat certainly is not a skill honed over the course of a single season, or even two. We would need long-term involvement if we were to hope to build strong racing sailors.

We decided to solicit donations of existing wooden Lightnings which we could restore in this our first winter season. We set a goal to restore three Lightnings and one chase boat by the summer of 2010.

It is important to remember that the end result is not, in fact, to produce yachtsmen or boat builders, but to help young people burgeon into their ultimate beautiful potential. To that end, we have designed a program centered on two main themes, locus of control, the belief that one's actions are directly responsible for influencing any specific outcome, and self-efficacy, the belief that one is capable of successfully executing these actions.

This pilot program is slated to begin for a group of twelve students on January 25th with a five-month restoration project that will lead into a competitive sailing program by June. Material costs are covered through government grants, and the shop is well positioned to manage its modest operational costs. Currently we are in want of two items. Economic support towards the hiring of a part-time boat building instructor, allowing us to offer a second program running congruent to the first. This will allow us to double the number of youth engaged in the program from 12 to 24. In addition, we are looking for a donation of a third wooden Lightning for the summer program and a suitable chase boat to accommodate the team's coach. For more information, please contact Executive Director Brett Hart at 267-343-4401, or Brett@woodenboatfactory.org. Donations can be made via the website www.woodenboatfactory.org. Click on the link for "Just Give."

It has certainly become clear over the last four months as we set to designing this program, that the Lightning was the right choice, not just because it made sense in form and function, but because of the strength of the community of Lightning sailors. We look forward to reporting back with stories of racing glory, and we will see you next time we look over our leeward quarter!

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Campeonato Sudamericano Masvida 2009

Victor Lobos



This is the moment when the Lightning Class crosses the Andes to recapture Argentina

This year the South American Championship was held at Marina Pingueral, hosted by Fleet 514 of Concepcion and the Chilean Lightning Class, in the waters of Coliumo bay. The setting for this year's Championship was perfect. After a great qualifying series in which eighteen local boats took part, the Chilean boats were defined, joining the eight international crews, totaling twenty-five boats on the starting line.

This was a very special regatta because along with the usual South American countries, Brazil, Argentina, Ecuador and Colombia, we had Mexico as an invited guest. Aroldo de Rienzo from Mexico, a long time sailor but new to the Class, flew down to Chile with Skip Dieball and Bryan Bahler, putting the North American touch to the fleet. Having twenty-five boats racing at a South American Championship hasn't happened for a while, and is proof that the Class is regaining strength in the area, especially in Chile.

On Saturday, December 4, the first three races took place in 8-16 knots of southerly winds. Though having some trouble in the first race, Tito Gonzalez took the second race and never looked back, showing impressive speed and dominating the fleet.

On Sunday, the winds were lighter and came from the north, with a little bit of current—conditions that really demanded a lot from the teams. Tito again took the honors in both races, and the battle for 2nd place was contested by teams from Brazil, Caio Suarez and Thomas Sumner, and the local crew of Sebastian Castaño.

On the final day Monday we had perfect sailing conditions, sunny, 8-12 knots of wind from the south west. Here again Tito took the 6th race, and thus was able to head for the beer early, not having to sail the 7th race. The racing was completed with Sebastian Castaño from Chile winning the last race.

After the regatta, the crews joined at the beach bar for a barbecue and awards ceremony. After this, the usual Pingueral style party started with no other than a concert from the Rolling Stones. Actually they are called Hot Stones, but after a beer or two the singer looked just like Mike Jagger, and the music sounded great. The Lightning Class again showed everybody how to party and closed the bar around 6:00 AM...the party was over, but not for long. In 2010 the South Americans will be held in Ecuador, and everybody is looking forward to it.

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Sudamericano Lightning 2009

CYMP

Resultados Finales

Overall



Sailed: 7, Discards: 1, To count: 6, Entries: 25, Scoring system: Appendix A / Lightning

Pos	Nº Proa	Nacionalidad	Nº Vela	Timonel	Tripulantes	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	13	CHI	11011	Alberto González	Cristian Herman, Diego González	4	1	1	3	1	1	(DNS)	37.0	11.0
2	21	BRA	15333	Thomas Sammer	Felipe Brito, Felipe Gil	(14)	4	3	1	6	9	3	40.0	26.0
3	28	BRA	14203	Caio Suarez	Roberto Marinelli, Sidney Bloch	7	2	2	7	4	(14)	8	44.0	30.0
4	09	CHI	14742	Sebastian Castaño	Juan Eduardo Reid, Jaime Cases	13	(20)	5	9	2	2	1	52.0	32.0
5	11	CHI	15252	Felipe Robles	Andres Guevara, Pablo Lorca	(15)	3	10	10	3	6	2	49.0	34.0
6	27	CHI	14794	Cristobal Perez	Phillipp Goyeneche, Pablo Cerna	(11)	7	9	2	7	8	4	48.0	37.0
7	04	CHI	14709	Cristian Barahona	Cristian Barahona F., Patricio Flores	6	8	7	5	9	4	(12)	51.0	39.0
8	38	ECU	14673	Juan Santos	Juan Andres Santos, Oscar Viteri	10	(13)	4	6	5	7	9	54.0	41.0
9	70	CHI	14454	Gustavo Boetsch	Juan Pablo Aldea, Francisco Sepúlveda	5	6	6	11	(22)	11	7	68.0	46.0
10	05	CHI	14740	Victor Lobos	Cristobal Molina, Sebastián Lobos	1	12	18	13	(20)	3	5	72.0	52.0
11	08	CHI	14795	Ignacio Perez	Edmundo Perez, Andres Perez	3	5	11	(21)	8	12	18	78.0	57.0
12	20	ARG	11037	Roberto Ricoveri	Gabriel Berberion, Lucas Authier	2	11	8	14	(15)	13	11	74.0	59.0
13	02	COL	15401	Gustavo Tamayo	Pedro Latiff, Javier Delgado	9	9	13	4	14	(16)	13	78.0	62.0
14	15	MEX	15348	Aroldo de Rienzo	Skip Dieball, Bryan Bahler	12	10	15	8	10	15	(OCS)	97.0	70.0
15	18	ECU	14379	Justus Klemperer	Jaime Calderon, Santiago García	8	14	(23)	15	18	10	6	94.0	71.0
16	10	CHI	14295	Angel Fantuzzi	Manuel Jose León, Alberto González P.	(21)	18	12	17	13	5	10	96.0	75.0
17	23	CHI	14307	Jorge Salgado	Daniel Salgado, Roberto Caballero	17	(19)	14	12	17	18	14	111.0	92.0
18	01	CHI	14787	Enrique Ulloa	Manuel Ulloa, Alvaro Varela	(DSQ)	15	22	20	11	17	16	128.0	101.0
19	06	CHI	14293	Maria Arcos	Danae Skemiotis, Theodoro Skemiotis	16	22	20	16	12	(23)	19	128.0	105.0
20	55	CHI	14791	Martin Armstrong	Julián Espinoza, Jorge Bachmann	19	16	(24)	18	16	22	15	130.0	106.0
21	30	CHI	14947	Gonzalo Barahona	Fernando González, Pablo Barahona	18	23	(25)	23	19	20	17	145.0	120.0
22	40	CHI	14768	Pablo Ugarte	Josip Cettarimich, Juan Pablo Rojas	20	(24)	16	19	21	24	23	147.0	123.0
23	22	CHI	14609	Martin Andrade	Andres Gomez, Ignacio Perez	25	17	21	25	(25)	21	21	152.0	127.0
24	37	CHI	14355	Andres Daroch	Miguel Osorio, Pedro Osorio	(DSQ)	25	19	22	23	19	20	155.0	128.0
25	12	CHI	12680	Harold Novoa	Rene Contreras, Hernan Henríquez	22	21	17	(DSQ)	24	25	22	158.0	131.0

Scoring codes used

Code	Description	Points
DNS	Came to the start area but did not start	26
DSQ	Disqualification	27
OCS	On course side at start or broke rule 30.1	27

Sudamericano Lightning

2009





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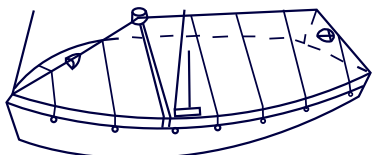
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Metedeconk River Advanced Sailing Program

Richard Thomas



Metedeconk River Yacht Club (Fleet #34) has had an illustrious ILCA junior sailing history. Much of it sorts back to the mid-70s when Jim Carson began a class for Metedeconk's advanced junior sailors. Focused on Lightning sailing, Fleet 34 members lent their boats, as Jim and other instructors, most prominently Dave Ruiter, gave lessons on tactics, crew work, and tips on making a Lightning go fast. Over the years the class helped develop four Junior North American Champions, and three North American Champions, not to mention countless junior sailors and generations of sailors who continue to grow up within the Lightning sailing family.

With Jim in semi-retirement, Mitch Hnatt enthusiastically grabbed the reins and developed a challenging curriculum, while keeping classes fun. Despite the fact that Mitch's boys are far from Lightning age, he has been the driving force behind the resurrection of the class. In 2008 he presented his views to the club members, parents, and he canvassed juniors about the programs merits. Working around the ongoing demand for teenagers' time these days, the class consisted of twelve sailors (from 14-16) who attended seven sessions on Wednesday nights this past summer. Part of the attraction was a glittering collection of talented Lightning sailors, including Mitch, Jody Lutz, Keith Taboada, Dave Ruiter, Ryan Dunn, Mike Buckowski, Russ Schon, Matt Reiser, and George Francis, who all generously provided their time and expertise. The classes consist of on-the-water instruction, followed by a boat yard wrap-up. The basics of Lightning racing are explored, including boat handling, starting, spinnaker work, tactics, and general safety. In addition, Mitch supplies a lesson one night in Melges 24s, as he reveals his non-Lightning side. There is no cost for the program; the only thing a junior sailor needs is a life jacket, and a smile.

This year, the class revisited its long standing tradition of determining a Junior Club Champion. Three teams competed in a Sunday afternoon series that was highly contested, while several club spectator boats cheered for everyone. Timmy Crann won, followed by Robert Aldian, and Alex Lehnies. Class participants expanded their junior sailing beyond the club. Timmy Crann placed 2nd in the New Jersey Junior States, while Jason Lutz took 3rd. Jason also competed in the Junior NAs and finished fifth.

Meeting the challenge of the ongoing development of Lightning fleets lies in the seeds planted by cur-

rent members in endeavors such as this. It has helped maintain a Lightning fleet over the years through different challenges. As always, the health of the Lightning Class is in direct proportion to the support of the current membership, and this is one example of a way to "pay it forward." Metedeconk River Yacht Club and Fleet 34 are proud to have been chosen to host the 2010 Juniors', Masters' and Women's North American Championships. Besides the honor of hosting these tremendous events, we see it as an opportunity to get our club members, especially juniors, up close and personal with the Lightning family. We hope to have Metedeconk River Yacht Club continue as an ongoing asset to the Lightning Class, as we know the Lightning is a major asset to the growth and welfare of our club.



Bluenose Regatta

Ernie Dieball



Wow, what a Bluenose weekend. It will go down as some of the best sailing many of us have done in Nashville, if not many places!!

Friday kicked off with a seminar hosted by Alan Terhune. Unfortunately, there was ZERO wind on Friday. No one seemed too disappointed, as it provided some time to gather around and discuss the go-fast tips in making the Lightning go! Al is like nearly every top sailor in the Lightning Class, very open and free with sharing his experiences in making the boat go fast. As boats got unpacked, the coolers came out and the camaraderie kicked into high gear. The team from Mexico was there early to work on their boat. Tom Allen showed up with the familiar double deck and fully stocked van.

Steve King and I arrived Friday evening to the famous “welcome cocktail party” that HIYC throws for those that arrive early. It was great to catch up with many we have not seen for a while and those we saw at the regatta before. Saturday’s weather was deceiving because we left the dock knowing it was going to be nice (T-shirt and shorts on a sunny November day!!), but thought we would have lighter breeze to sail in. We were right about the sun and temps, but delightfully surprised to find conditions that ranged 12–18 out of the S-SW!

The direction was near perfect, as we were able to get long W-L courses in. Cap Hof and his RC team did a great job of getting in five races, in what turned out to be an awesome day. Tom Allen flexed his muscles in the first two races by winning both of them. Aroldo de Rienzo sailed a flawless race in the third and won convincingly. My team of Steve and Bryan Bahler clicked at the right time and were fortunate to take the last two races.

When the dust settled at dinner, we found ourselves on top of the leader board, and you know what they say, it is always good to be leading at the dinner party. Oh yeah, the dinner party. This is one of the most important features as HIYC puts on a great steak (and chicken) dinner. It was a lot of fun, and small groups formed to head downtown to a country bar and listen to some western. Is that right? Anyway, a very fun time.

Sunday brought a more familiar sight as the wind was struggling to come up. Cap Hof found enough breeze to get us out there and start a race, but it was abandoned as the breeze shut down totally. Congrats go to Tom Allen, George Sipel, Ian Schillebeeckx and Dick Hallagan as they rounded out the top five.



Lovett Trophy Winners—Richards, Hatch and Schmidt



Halligan Team and PRO Fashion King

Sail	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	Total	Place
14880	Ernie Dieball	Brian Bahler	Steve King	2	3	2	1	1	9	1
9	Thomas Allen	Mark Grinder	Leif Assgeirssen	1	1	7	4	5	18	2
14249	George Sipel	Karen Park	Jeff Hagman	3	8	12	2	3	28	3
14901	Ian Schillebeeckx	Roselyne Schillebeeckx	Marc Schillebeeckx	6	2	5	8	8	29	4
15255	Richard Hallagan	Rick TenEyck	John Steiner	4	11	3	9	7	34	5
15317	Steve Weeber	Donna Weeber	Stan Cummins	8	5	4	11	9	37	6
14975	Aroldo de Rienzo	Laurie Dieball	Skip Dieball	ocs	4	1	3	6	39	7
15078	Bruce Richards	Mary Schmid	Duane Hatch	13	9	10	5	2	39	8
15251	Debbie Probst	Tanner Probst	Andrew Schmahl	10	7	11	12	4	44	9
14937	Chris Princing	Jennifer Princing	Bill Coberly	7	6	17	17	12	59	10
13726	Bill Buckles	Ed Edgell	Moe Kevin Mosis	9	12	16	18	11	66	11
15308	Bill Killebrew	Mike Osborne	Denis Colby	14	13	13	10	18	68	12
14680	Ian Moriarty	Caleb Leonard	Bryan Burke	15	18	8	14	16	71	13
14533	Robert Mattix	Jan Mattix	John Coolidge	16	16	19	7	14	72	14
15100	Brad Currie	Nate Currie	Greg Theriot	dnf	19	6	6	20	75	15
15010	Joel Humphrey	Molly Hopkins	Ray Peters	dns	14	9	15	13	75	16
15146	Gary Sowden	John Banner	Tom Hernick	12	17	18	13	17	77	17
14817	John Womble	Ginger Armstrong	Batton Kennon	11	24	15	20	10	80	18
15201	Robert Bernhardt	Scott Kirrchher	Mike Arndt	5	15	21	19	21	81	19
15010	David Young	Bill Young	Sandler Passman	17	10	20	dns	15	86	20
15216	Cully Ward	Chuck Konesky	Kat Ward	dnf	dns	14	16	23	101	21
14065	Carl Panetta	Ron Katz	Patrick Kopiwoda	18	20	23	22	19	102	22
15206	Mandy Hofmeister	Rebecca Hofmeister	Kathy Osborne	19	21	22	21	22	105	23



Winning team — Brian Bahler, Steve King and Ernie Dieball



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The premise of Stuart Walker's new book *The Code of Competition*, which will attract national attention, is that competitors are compliant with an inherited, altruistic Code and, as a consequence, regularly act in opposition to their conscious interests.

Compliance with the Code creates the camaraderie, the pleasant ambience, the good fellowship that causes sport to be so attractive to so many. It accounts for the willingness of one competitor to assist another in his acquisition of competence, for the distress a competitor feels when his opponent is adversely affected, for the universal support of the underdog and for everyone's admiration—and resentment—of the winner.

But it also causes competitors to accept being controlled, to acquiesce in being beaten, to restrain their aggressiveness and to be embarrassed by winning. It promotes the belief that deservedness should determine results, that pre-existing rankings should be accepted, that success should engender guilt and that the more aggressive should dominate.

The book is both a revelation of the author's love for his sport and an incisive exposé of the fears, resentments and irrational drives that motivate his competitors and that account for their pecking orders, choking, belief in momentum, feelings of pressure and acceptance of losing.

The wide applicability of these assertions is demonstrated by anecdotes from the author's personal experience as a racing sailor, as well as by anecdotes concerning golfers, tennis players, runners and other amateur and professional athletes.

Assessments:

Roger Staubach: "This breakthrough book is filled with illustrative anecdotes that expose the barriers to athletic success that result from man's altruistic endowment. I can vouch for Walker's insightful comments into the behavior of wide receivers and quarterbacks, and I see evidence in the other sports I play of the willingness of competitors to accept being beaten, to be embarrassed by winning and to settle for the same old finish in game after game. A must read for the competitor who wonders why he is losing and would like to stop doing so."

Greg Fisher: *The Code of Competition* is full of great stories about those who win and about those who lose and about what makes the difference.

Mark Bethwaite: *The Code of Competition* explores new territory—the determinants of the behavior of competitors in all sports. Does being a 'nice guy' preclude success? I don't think so, as Stu is one of the nicest, but also one of the toughest, guys I have ever raced against.

Order your copy from the ILCA store: <http://www.lightningclass.org/marketplace/store/booklets/index.asp>

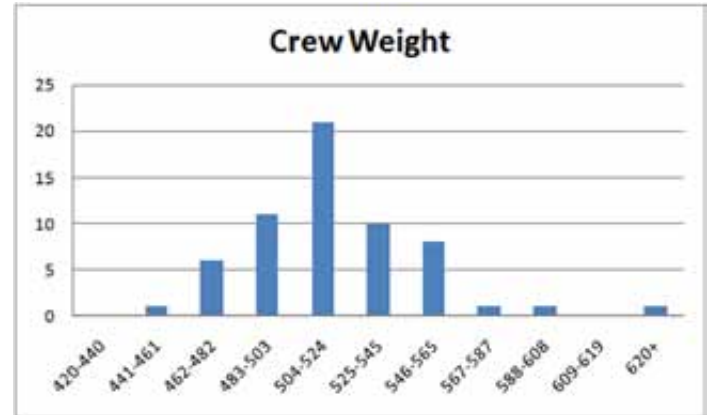
Sailing by the Numbers

Steve Davis and Emma Vazirabadi-President, Seraphim Consulting

At this year's World Championship in Mallets Bay, Vermont, each team provided data on their **crew weight**, **years sailing together** as a team and **years sailing Lightnings** for the team. The objective was to look at this information for the sixty competitors and also to compare it to their overall racing results in the regatta.

Everyone likes to talk about crew weight, and there was great interest in how each boat's crew weight compared to the other competitors. The range of crew weight was 423 pounds to 620 pounds for a spread of 197 pounds. The mean crew weight was 498 pounds, and the standard deviation was 33.3 pounds. As you will recall, 95% of the crew weight will fall within two standard deviations of the mean, so 95% of the competitors' crew weight will be between 431.4 pounds to 564.6. That is a big spread!

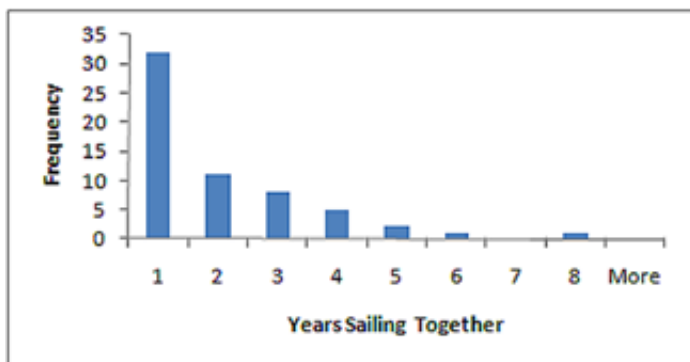
Interestingly, when a correlation analysis of crew weight and finishing position was calculated, there was **no** statistical significance.



Schneider Team

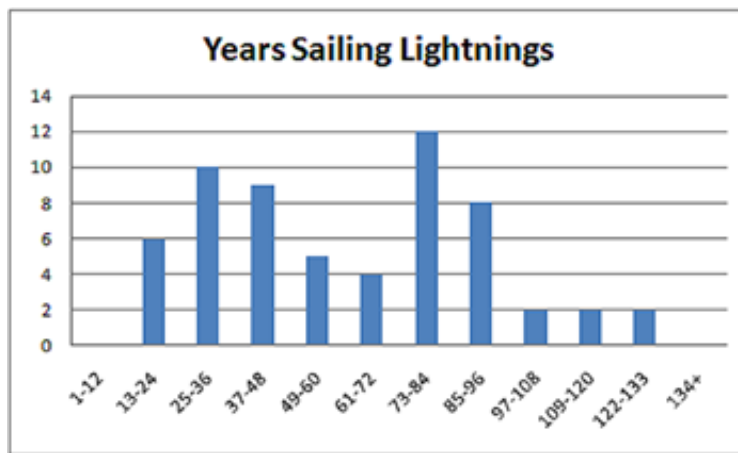


Wake Team



Well, we all have been told how important it is to sail together, but does it affect results? The range of years sailing together as a team was one year to eight years. The mean was two years with a standard deviation of 1.5 years. This is very positively-skewed data, as 31 of the competitors had only sailed together for one year (the minimum available option was one year; many teams were sailing together for the first time at the World Championship).

Again, when a correlation analysis of years sailing together and finishing position was calculated, there was no statistical significance. So much for team chemistry!



Lastly, the years sailing lightnings for the team showed some interesting results. Gianni Cuccio's team (crew Tom Emch and Adam Lewis) had the largest number of years sailing Lightning boats, 113 years, and Jon Schwartz's team (crew Paul Krezinski and Donald Schon) was close behind with 112 years. Only two other teams had over 100 years of experience on the Lightning boat, World Championship Runner-Up David Starck's team (crew Jody Starck and Ian Jones) at 103 years and World Champion Matt Fisher's team (crew Dan and Tobi Moriarty) with 101 years.



Cuccio Team



Schwartz Team

For years sailing Lightnings, the mean was 51 years, and the standard deviation was 29 years. The range was two years to 113 years, for a spread of 111 years.

A correlation analysis of years sailing Lightnings and finishing position is statistically significant. 16% of a team's finishing position can be determined by the team's years sailing Lightnings. Nonetheless, 84% of a team's finishing position is still unexplained by these statistics.

We could analyze other variables that would affect a team's finishing position in another major regatta and try to determine the key to "sailing by the numbers."

The Lagos Yacht Club Will be Hosting the 2010 European Lightning Championships

Saturday, October 9, 2010, through Friday, October 15, 2010



- Registration / tune up races will take place on Saturday 9 and Sunday 10.
- Racing will occur Monday, Tuesday, Wednesday, and Friday morning as needed. The "off / lay-up" day will be Thursday.
- Award presentations will be Friday afternoon, October 15.
- For all attendees, we'd like to hear back from you by March 1, 2010, at the latest, of your intent to participate—numbers of boats you intend to crew and associated names of helm/crew.
- Please be advised that the Notice of Race is being finalized and will be sent out to all of you in the near future.
- The Lagos Yacht Club is very excited to be hosting this year's event.

We are looking forward to full participation (3 boats to each country provided by the LYC) from Finland, Greece, Ireland, Italy, and Switzerland, along with the boats from the host country Nigeria.



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New Rules of Sailing—2010

Starting January 1st 2010 there are new updates to the Racing Rules of Sailing (RRS). The rules writers introduce a new rule book every four years in coordination with the Olympics and we are now in the 2009-2012 cycle. Occasionally there are important changes that ISAF votes to implement mid cycle that take affect annually January 1. This year the change to RRS 18.2c will be most important for team racing, the change to the definition of Party is important for redress hearings, and most of the other changes clean up discrepancies.

2010 Rules Changes

Change 1 – 18.2c

The 2009 rule 18 rewrites were intended to simplify the rule without changing the game. One change however opened an unintended opportunity for a trailing boat to turn off mark room by tacking, and while

this was probably not used in fleet racing it was seen in team racing specifically to counter a leeward mark trap.

The 2009 rule included wording that Mark Room turned off if the boat entitled to Mark Room left the zone or if either boat tacked. Team racers interpreted the 2009 wording to change the tactics at downwind marks. When a leading boat arrived at the zone with mark room and set a leeward mark trap to slow the trailing boat, the trailing boat could now tack to turn Mark Room off and then claim a new inside overlap. This was an unintended change in tactics, so the 2010 rule eliminates this option for the trailing boat.

The new rule says "...if the boat entitled to mark-room **passes head to wind or** leaves the zone, rule 18.2(b) ceases to apply", so now the trailing boat can't turn off mark room.

Change 2 – Definition of Obstruction

The Definition of Obstruction has been simplified by eliminating a phrase about mark room. This change is to help clarify when rule 18 Mark-Room and rule 19 Room to Pass an Obstruction each apply. The new wording will make it easier for competitors to apply these two rules.

Change 3 – Definition of Party

In a redress hearing the rules state who can attend and under what conditions redress can be granted. It's important to understand that only a Party can attend the full hearing and listen to all the testimony. The new definition of Party makes redress hearings more inclusive and better for competitors.

The Definition of Party has been changed so during redress hearings initiated by the Race Committee or Protest Committee a boat can now be made a Party to the hearing. In hearings the RRS very specifically state who is a Party and who are Witnesses. A Party has the right to attend the full hearing and a Witness can only give testimony at the invitation of a Party and must be excluded from the rest of the hearing. The new definition broadens who can be a Party. Now when the RC or PC initiates a redress hearing the competitor(s) can be made a party and attend the full hearing. In the past this was technically not allowed and there used to be circumstances where a competitor could not be made a Party. This rule change fixes that problem.

Appendix Changes

There are also numerous changes to update and clarify the appendices.

The complete text of the rule changes and copies of the new rules you can paste in your rule book are available at:

[http://www.sailing.org/tools/documents/RRS20092012Sup1-\[7907\].pdf](http://www.sailing.org/tools/documents/RRS20092012Sup1-[7907].pdf)

For those who are interested in keeping current with rules updates and related documents they are posted on the ISAF rules web site at:

<http://www.sailing.org/documents/racing-rules.php>

ISAF also publishes ongoing Questions and Answers about rules and in 2009 there were 41 Q & As, each explaining a rules question. For example Q & A 2009-040 was Published 10 December 2009 and discusses rules related to denying the right of appeal when it is essential to determine promptly the result of a race that qualifies a boat for a subsequent event. This is useful information for Organizing Authorities planning international qualifiers. Q & As are posted individually and also collected in booklet form and published at:

<http://www.sailing.org/raceofficials/q&a-service.php>

Good Luck, sail fast and clean.

Darryl Waskow is an International Judge, Snipe and Lighting sailor, and has two junior sailors: Dorothy in Optis and Harry in 420s.

Please Donate and Support the Lightning Class

You Can Make a Difference

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

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

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

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

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

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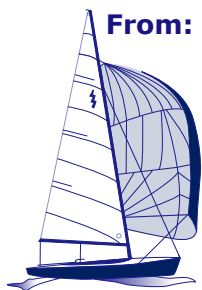
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Classifieds

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

15379 Nickels. 2008 Fully loaded with virtually every option, stored last winter in a heated facility. Light grey deck with white hull. North Fisher Main and Jib and R2 Spinnaker \$22,875.00 Denver. Contact with any questions: 303-321-1350 jerry@crestintl.com

15356 Nickels. Fast boat, lightly used. Nickels galvanized long tongue trailer with spare tire & aft kickstand. Two sets of VSP sails Tacktick digital compass with JDC mount, other upgrades. So NY. \$18,000 or \$16,500 w/out covers, sails. Rachel Avenia-Prol rachel.avenia@gmail.com 973-769-7360

15351 White hull, light gray deck, black rubrail. Garaged in off-season. Lots of upgraded equipment. Available w/o sails & covers, or as a complete package. Contact Pierce Barden - Wilmington, NC 910-612-7224 piercebarden@hotmail.com

15309 Nickels, All white, like new boat. Sailed minimally one season and stored indoors during winter. Adjustable jib leads. JCD tiller extension and universal. Tack tick Micro Compass with bracket. Covers, sails. Boat is in Cincinnati, OH. kirkpg@gmail.com. 513-271-2913.

15221 Nickels fully loaded and rigged. Light grey deck with white hull and white rubrails. North Fisher sails. Nickels galv long tongue trailer. Hampton, Virginia. \$14,500.00. Contact Greg at 757-754-2389 or vasail@yahoo.com

14933 Nickels, looks new. All white hull, light gray non skid. Minimum weight rudder, full sided mooring cover, rudder & mast covers and new tack tick compass. Two suits North Fisher sails. Nickels galv trailer, fresh water sailed and stored inside off season. \$13,300. I also have many other preowned Lightnings, call to see what's in my barn. Contact Joe Dissette, Mich, 989-631-2133 dissettesail@chartermi.net

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

14860 Allen \$9,500 White hull, black rails. Covers negotiable. Rudder, boom and trailer all 2.5 years old. This boat needs some lines and rigging replaced, but all minor updates. Debbie Probst (260) 417-2363 debbiekayprobst@comcast.net

14825 Nickels. White hull, grey deck. Fast boat in excellent condition. Galv trailer, two piece travel, mast and rudder covers, and mooring cover. New boom, hiking straps and running rigging upgrades in 08. North sails. Min weight with 10lbs correction weight. Price reduced to \$8250 Terry Tyner terry.tyner.bkd9@statefarm.com 803-240-7300

14786 Allen. Good Racing record and Excellent Condition. Full racing equipment included. North Sails, cover, trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. \$12,750 Contact: Jon Schwartz smoothsailn@hotmail.com 732-241-6660 Red Bank NJ

14781 Allen- White hull, grey deck, galvanized Allen trailer, stainless board, excellent condition, North Sails, fresh water sailed, low mileage, stored indoors, minimum weight, \$11,300, contact Kirk @ 315-685-5149 or reyno685@yahoo.com

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

14684 Allen. White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Available at 2010 Southern Circuit. Bill Johns (305)495-3832 bjohns@smsas.miami.edu

14657 Nickells. 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 \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

14652 (1994 Nickels hull) is "race ready". Galvanized trailer, Trailer cover (good condition), Dry mooring cover (average condition), Tack-Tick Micro Compass. \$8,500. Very clean boat always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

14505 Nickels, light gray, red and blue boot, excellent condition with all the latest go fast controls. Lightly used North-Fisher Jib and Main, rudder cover and new mast cover. Nickels galv trailer \$8,500 Joe Dissette, Mich. 989.631.2133 dissettesail@chartermi.net

14434 Nickels. In very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Asking \$6,800. Rhode Island. Rick 401.749.3165

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

14114 Nickels, Grey hull, white deck, good condition, race ready. SS centerboard, minimum weight, rigged for racing. Always dry sailed. New VSP drysail cover plus full trailingering and mast covers. Trailer. \$6000CND. Located in Dorval, Montreal. Contact Alain Ranger 514-631-2264 ranger.alain@sympatico.ca

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

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

13818 1983 Nickels, Dark blue hull with yellow stripe at deck and waterline. New mast in 2008. Nearly all control lines replaced within last 4 years. North sails, one 4 yrs old and the other used in 3 regattas. 2-year-old North travel \$4,500.00. Joel LeMahieu jojoledmahieu@hotmail.com (920) 207-2026

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.

12705 1975 Fiberglass Lightning. Drove stored all its life and sailed in fresh water. Stainless steel centerboard, 3 sets of sails, custom boat cover & new shrouds. Trailer in great shape. \$2800. Malcolm Dugliss, caldwelldugliss@charter.net 828-582-1816 828-258-9324

12687 Lippincott, white hull, oval mast and boom, rigging upgrades, two sets sails and two spinnakers, good trailer, regular cover and travel cover, very solid and stiff boat, ready to race, Price \$2200. Cazenovia NY 315-815-4161 wmot@oswego.edu

11278 Allen. Light blue hull white deck. This is an active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails. 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

11072 1960's vintage. Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.), main sail, jib sail and two spin. Includes trailer with jack stand. Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME

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

10827 Lippincott, 1968. Beautifully maintained and ready to sail. Beautiful AwlGrip paint job. Stainless steel centerboard. North Sails. Updated Bryant mast and boom. Classic mahogany floorboards, mahogany rudder with white cedar tiller, combing and splashboard, freshly varnished July 2009. Summer boom cover. Trailer electric, hubs, axle and tires replaced July 2009 We will deliver the boat to a New England location. Radiance has been lovingly cared for. (508)758-2282. \$3500 Annemarie Fredericks airborne1715@comcast.net 508-758-2282

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.

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

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

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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Trailer & dry storage cradle included. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net(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. Check classic lightning site for more info. Jamie Perkins, Stamford, CT sailski54@yahoo.com 203-687-6959 Photos 10/19/09

2777, "Jackie Sue", a Skanteateles boat, was last sailed approximately 1960. She has been stored inside since then. I believe all the gear and sails to be original and that she was not sailed very much. A lot of extras like the bow lights and hand operated pump. She is sitting on and was trailered on a wagon made out of an old World War 2 bomb carrier. Except for some dock rash on her transom and some dings and gouges I consider her in exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. Unless someone wants to turn her into a show piece, I would think minor touch up, soak her and sail her. More pics available. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673 Photos 6/8/09

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.