



## Welcome to the 2007 Lightning North Americans!



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It is summertime here in Annapolis, which means for us locals that the sailing season is in full swing. Tuesday's TESOD racing (Tuesday Evening Sailing One Design, for those who need to know what the acronym means) at SSA draws about sixty boats each week. AYC's Wednesday night racing draws close to one hundred boats. Thursday's J boat racing draws nearly seventy boats each week. Then add in the weekend events at the three Annapolis clubs, and the Chesapeake Bay seems constantly covered in a canvas of sails. The buzz around town though is about the upcoming Lightning North American Championship. Fleet 329, Severn Sailing Association and Eastport Yacht Club are putting the final touches on what should be a great Lightning North American Championship. Annapolis was site of the 1991 Worlds and 2000 NAs, and local sailors are excited to be hosting this year's event. Our goal for this year's NAs is to provide competitors with great racing and to make sure they take advantage of our great sailing town off the water.

### The Event, a Few Limits, and Lots of Opportunities

We have a quality PRO in Jeff Borland, member of a lifelong Lightning family. As with all large regattas at SSA and our space limitations, the NAs will require that SSA members remove their boats in order to accommodate the space needed for one hundred plus Lightnings. The parking will be tight and limited at the clubs, which will probably mean that you will have to walk a few blocks to the club each day. We have acquired special hotel rates at a number of local hotels. Our own Greg Fisher will moderate the Annapolis Lightning University, a week-long series of workshops and racing briefings and de-briefings to be held each day. We plan

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## President's Column

Steve Davis

Summer has finally arrived, and it is going to be busy for the Lightning Class. District events, Pan Am Games, a European Championship, North American and South American Championships and the World Championship will keep the Class Office busy. It is getting harder and harder for me to entice Jan down to the local pond for some sailing. Nonetheless, the District Quest has continued with a visit to Nigeria and the Midwest.

### Membership

Memberships are coming into the Class Office daily. The number of Fleets has increased with new Fleets established and old Fleets reviving. Your ILCA membership dues are the backbone of this organization. There are only good reasons to join the ILCA. The Class Office supports every District, Fleet and Member for any issue. Also, the North American Championship participants must qualify through their Districts, and the number of teams that can attend the NAs is determined by a ratio times the number of paid District members as of thirty days prior to the event. In other words, join early; get your fellow Fleet Members to join early and everyone who wants to can attend the NAs.

### Lightning Labs



*Julian Calvin, Steve Davis, Lindy Edwards & Skip Dieball*

Skip Dieball and I made it to the Lagos Lightning Lab and back and hope to do it again! H.E. Sir Bernard Bourdillon constructed the first Lagos Lightning in 1946. Plans and specs were obtained from the US, and local mahogany was used to build the first boats. Alas, they were heavy, really heavy—up to 1000 pounds. That is when they introduced the genoa and called the boats Tarpons. In 1980, six fiberglass (in Lagos they are referred to as “fibers”) Lightnings arrived and were dubbed “Tupperware Tarpons.” The Fleet comprises forty Lightnings today and has purchased twelve new lightnings in the past two years.



*Tarpon #1*

What is great about the Lagos Fleet? The people are very hospitable and there is organized sailing at the Lagos Yacht Club almost every weekend. 2007 is the 75th Anniversary of the Lagos Yacht Club and traditions abound (especially the Club Racing Rules!). But the best?...the Club is the largest consumer of Heineken beer in Nigeria!

Special thanks to our Shore Director Julian Calvin, our Hosts Ian and Lindy Edwards, Lagos Yacht Club Commodore Richard Willmott and Nigerian Nationals Regatta Chair Andrew Barton. The Lagos Fleet is a great group of people from all parts of the world.



### **Boat Grant Program**

Teams have been selected, boats have been delivered and these sailors will be very visible at Lightning events this season. Congratulate these teams and lend them a helping hand. On the financial side of the Boat Grant Program, the ILCA now owns two boats. One of these boats was purchased, and one was donated but needed significant upgrades. The value of these boats is \$25,000, and the costs to acquire the two boats and fit up the four boats in the Boat Grant Program (a third was chartered and a fourth was donated for the year) totals \$20,000 to date. Another boat was donated to the Program and was quickly sold, which should provide enough funds to pay for the regatta fees and expenses for the four teams. The end result is that the Boat Grant Program is self-sufficient and perhaps slightly positive for 2007.

The Boat Grant Program will not impact the value of the ILCA Fund, and this is due to the generosity of the Lightning Class members. The Boat Grant Program is not funded by membership dues and has no impact on the

ILCA annual operating budget. The Boat Grant Program was conceived as a way to build the Class for the future by exposing collegiate sailors to the Lightning, and hopefully keep them as lifelong members of the Class. The student teams selected have been actively sailing and are showing the ILCA membership that they are outstanding young people and fast too!

### **Fond du Lac**

The Lighthouse Regatta is a really fun event. The "Lightning Lab" consisted of onshore boat tuning and on-the-water coaching by Ched Proctor while racing. If you don't mind Ched telling your competitor to adjust his boat heel or tack away for better breeze, you will enjoy the format of this event. I can still hear Ched questioning us while sailing up the weather leg why we went so far right for a very favorable shift, but now we had overstood the weather mark! I recommend this Lightning Lab format as a follow-on to a normal Lightning Lab. This is a great way to learn from the best while under racing pressure.



*Mike Elmergreen, Fleet Captain and Lighthouse Regatta organizer, being thanked for all his perennial hard work by Steve*

### **Bruce Goldsmith**

I have a small brass plaque passed down from my grandfather with the following engraved on it, "O, God thy sea is so great and my boat is so small." Farewell to a Legend of the Lightning Class.

### **International Lightning Class Association**

**Jan Davis—ILCA Executive Secretary**

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[www.lightningclass.org](http://www.lightningclass.org)





## Official Notices

### Executive Committee ruling on defining geographic regions:

Our active Lightning community has expanded and, as such, it has been requested that our "areas," as described in the ILCA Rules Governing documents, be defined to be inclusive of all current active fleets. Therefore, the following will be used to assess all Fleet or District area affiliation.

**North America:** Includes United States and Canada and their territories.

**South America:** Includes all Central and South American countries as well as countries in the Caribbean.

**Europe:** Includes all European, African and Middle East countries.

Any country not included but has a Fleet that forms will be assigned an area in which to compete. These designations are for establishing criteria for participation in Area and World Championships.

### Notice of Meetings

The next General Meeting of the ILCA will be held July 22, 2007, after the Practice Race at the World Championships, approximately 4:45 PM, at the Yacht Club of Greece in Athens, Greece.

The next Governing Board Meeting of the ILCA will be held July 22, 2007, after the Practice Race at the World Championships approximately 4:30 PM, at the Yacht Club of Greece in Athens, Greece.

### 2008 Slate of Officers as proposed by the Nominating Committee:

President	Steven H Davis
Chief Measurer	Bill P Clausen
Secretary	Brian W Hayes
Treasurer	Robert Ruhlman
VP Assistant Measurer	James G Carson
VP Assistant Measurer	Joe Buczkowski
VP Assistant Measurer	Ryan Ruhlman
VP Assistant Measurer	Jaime Calderon
VP Classic Boats	W Craig Thayer
VP ISAF/Pan Am Games	David Sprague
VP Midwinter Regatta	Carol Stout Ewing
VP NA Liaison	Todd Johnson
VP Rules & Regulations	Dean S Cady
VP Southern Circuit	Amy Smith Linton
VP Special Projects-Boat Grant Program	Bill Fastiggi
VP Special Projects-Boat Grant Program	Allan Terhune
VP Special Projects-Fleet Development/Lightning Labs	John Faus
VP Special Projects-Junior Sailing	Todd Wake
VP Special Projects-International Marketing	Matt G Burrige
VP Special Projects-70th Anniversary Regatta	James P Taylor
VP Special Projects-Web	Jim Allen
VP World Championship Liaison	Bill Mauk
VP Youth World Championships	John H Atkins
VP Argentina	
VP Brazil	John Stuart Bennett
VP West Coast	Peter Bellin
VP Canada	Richard Walsh
VP Canada	Valerie Holly-Tardif
VP Chile	
VP Columbia	Mauricio Valenzuela
VP Ecuador	Paco Sola Tanca
VP Finland	Antero Punttila
VP Greece	George Andreadis
VP Italy	
VP Peru	
VP Switzerland	Gilbert Despland



*continued from page 1*

on opening the beer truck for competitors to quench their thirst after racing each day, and we plan on having a BBQ on Tuesday evening at the conclusion of the Qualifying Series. On Friday we will have a "Banquet Lightning Style" awards dinner at the all-new Doubletree Hotel. Other evenings have been left open in order that you may take advantage of downtown Annapolis.

### ***It's More Than the Sailing!***

Not only is Annapolis a great place to sail, it is a great vacation destination. Bring your family and make a vacation out of the NA's week. Renowned as "America's Sailing Capital," Annapolis is the very essence of a port town—developed as an export harbor for the burgeoning tobacco trade of the late 1600s and early 1700s, dependent on the Chesapeake for its livelihood and devoted to the guests that arrive on its shores each day. Annapolis is a walking town, so the first thing you should do is take a stroll. Admire the top of the line sailboats and powerboats along the stretch of city dock, affectionately known as "Ego Alley." Head up Main Street and stop in at some of the many specialty shops.

Like any good port town, Annapolis is filled to the brim with pubs and restaurants. And speaking of food, make sure you take your family and friends to either a restaurant or a local's house for a Maryland summer classic, steamed crabs. Nothing beats steamed crabs and cold beer on a summer night in Annapolis.

Back to your stroll. Once you reach Church Circle, head out West Street, a hip stretch that is home to eclectic clubs, art galleries and restaurants. Or branch off onto College Avenue to St. Johns, one of our nation's oldest four-year colleges. Stop in at the Maryland State House, which also served as the US Capital for two years transition period. See George Washington's resignation as General of the Continental Army. The man who could

have been king refused the honor right here in Annapolis. Walk a block over to Maryland Avenue and explore the unique and unusual shops. Farther down the road you'll find the United States Naval Academy, a place you might want to spend the whole day exploring.

### ***It's More Than Annapolis!***

Another great thing about Annapolis is that it is centrally located to Washington D.C. and Baltimore. Our nation's Capital is only thirty miles (45 minutes) away, so day trips are very convenient. There is so much to see in Washington, including the White House (tours need to be planned six months in advance), the U.S. Capitol, the Smithsonian Museums, the Memorials and Monuments, the National Gallery of Art and the National Archives. See for yourself your tax dollars at work. Or spend a day in Baltimore, only thirty miles (40 minutes) from Annapolis. Visit the Inner Harbor, the epicenter of Baltimore's renaissance in the 1980s. Or take a tour of the National Aquarium or Maryland's Science Center, or Fort McHenry where in 1813 the Star Spangled Banner flew.

And if you need a sports fix, check out the schedules for our local teams, the Baltimore Orioles, Washington Nationals, Bowie Bay Sox, and D.C. United.

If you are sailing in Annapolis, there is so much to captivate you that by the end of your stay you will feel like a local sailor living the dream of living in this great sailing town. If this is a week-long vacation for you, then take advantage not only of what Annapolis has to offer but also the charms of Washington and Baltimore. Make sure you check out our website for more information and regular updates, or contact us with any questions that you might have. Next month we'll tell you more about the sailing conditions in Annapolis.

See you in August!

*Steve Constants, Regatta Chair*





## Lightning Family News

### **Welcome New Member Jim Crabtree**

The Lightning has always been a favorite. I grew up sailing #7268 and #10711. After several years sailing Catalina 22s and J/22s, I returned to Lightnings with #14198 and sailed at Carlyle Sailing Association. While it is a given how great the Lightning is to sail, I would be remiss not to uplift the people who make up the Class. I have been fortunate to know Bill Shore, Ken and Brad Read, Lyle and Matt Burrridge, Stu Bernstein, Auggie Paoli, the Moriarity's and many, many others who took the time to allow me to improve my sailing and deepen my passion for the sport. While I am not currently close to fleet activity, I hope to occasionally take in a regatta or two.

### **Welcome New Member Fred Stammer**

*Some of you met Fred Stammer at the Southern Circuit this spring; we look forward to seeing him at the NAs this summer. What a fine young man!*

For the six members of US SAILING's US Elite Youth Development Sailing Team (EYDT), college final exams are finished, and the summer sailing season is heating up! The athletes chosen for the new EYDT are all under twenty-one years old and have been identified as future Olympic prospects in the Laser and Laser Radial classes. Luke Lawrence (Palm City, Florida), Kyle Rogachenko (Collegeville, Pennsylvania) and Fred Stammer (Nokomis, Florida) are on their way to Hyeres, France, for the Laser Youth European Championship, which will be raced from June 2–9. Stammer, who just graduated from Pine View High School in Osprey, Florida, details his racing goals and how he plans to reach a high performance level in the Laser this summer:

"Now that school is done, I have been fervently working to prepare for a string of Laser regattas in June. My first stop will be in Hyeres, France, for the Laser Youth European Championship. My bags are packed, and I am eager to sail in Europe for the first time.

"This past weekend, I sailed the Laser Atlantic Coast Championship in Jensen Beach, Florida, at the US Sailing Center of Martin County. I was very pleased with my regatta performance. With a moderate breeze at 10–17 mph from the East both days, the race course was full of local puffs and shifts. The regatta affirmed that my tactics and strategy are strong and that my speed off the wind is very competitive. One area of my sailing that I am still struggling with is my upwind heavy air boat speed. I hope Hyeres proves to be light and tactically

challenging because those are the conditions in which I excel. For the next two days, I will continue my workout routine and packing on the carbs and protein. France will be a huge learning opportunity and a chance to show my hard work and training from this past year.

Upon my return from France, I leave immediately for the Laser North American Championship in Hyannis, Massachusetts. My goal at this event is to qualify for the Olympic Trials sailing in Newport, Rhode Island, this October. The North Americans will be a challenging event, not only because of the number of sailors vying for a berth for the Trials, but because of the notorious windy conditions at this venue. Sailing the full rig at 160 pounds in a breeze over 15 mph is difficult against the taller and heavier competitors—especially when the breeze is onshore creating a heavy chop. Despite the challenging conditions, I am eager to meet with the US SAILING medical, nutritional and fitness experts. Their guidance will be invaluable and accelerate my knowledge and expertise to reach higher levels of achievement.

After Hyannis, I am off for a couple of days until I drive to New Orleans, Louisiana, for my last US SAILING Youth Championship. This venue should complement my sailing strengths, which is why I have high expectations. This event will also mark my last Laser regatta for the summer. After Youth Champs, I will be training for five weeks in Miami, St. Petersburg and my home in Nokomis, Florida, in the Laser and Lightning to prepare for the Olympic Trials and the Lightning Youth North American Championship and the Lightning North American Championship in August.

This summer should prove to be successful in raising the level of my performance, maturity and experience before heading off to college in the fall—and it will be loads of fun."

### **Welcome New Member Bill Zabriskie**

I've been a member off and on since about 1964 when a partial hull from Nickels and Holman showed up in my driveway. Thirty-three years later hull number 9057 finally hit the water. Two co-workers who knew what they were doing (I obviously did not!) talked me into joining them in this work of love.

Two years into the project I was transferred and lost my brain trust. By then we had four boys and other priorities. So the boat languished in the garage until I retired in 1997. Wife says, "Either finish that damn thing or I'm going to roll it outside and set it on fire." So with the help of some former Lightning owners I did get it seaworthy.

We sail on North Twin Lake in Northern Wisconsin where we have a vacation home. The boat is kept on a lift during sailing season. When in Milwaukee we sail at the Milwaukee Community Sailing Center where I volunteer to help the instructors teach basic sailing skills to adults. We use 23' Ensigns and also have a few J-24s, Solings and a couple of C&C cruising boats. We race on Sunday mornings, and I also crew on Wednesday and Friday for local yacht club racing.

I regret I found my passion for sailing so late in life. My boat is named "d'Vos" (Dutch for "The Fox".) That is the name of the boat on which our family patriarch sailed from the Netherlands in the 1660s. I'm glad to be back as a member.





### **Bruce Goldsmith: 1936-2007**

June 4, 2007—Sailing all over the world lost a friend yesterday with the passing of Bruce Goldsmith. How do you describe the indescribable? Somehow, "You had to be there" comes closest.

Bruce won two Lightning Class World Championships and four North American Championships as a helmsman. He won more as a crew. He won two Pan American Games gold medals. He was second to Buddy Melges in the 1972 Olympic Trials.

His legend far exceeds the time he spent in the Lightning Class alone, but in a Class that has produced more than 15,300 boats, a class where sailors spend many an evening around boat parks discussing the greatest ever, Bruce stands along side Tom Allen III as just that.

Those who have a heavy heart today might want to train their mind's eye and fill in the blank:

Bruce is: \_\_\_\_\_

- World Champion.
- Winning the Soling practice race at the 1972 Olympics by five minutes.
- Late.
- Missing a third crew.
- Almost a leg ahead.
- Sailing another blue Lightning called Snoopy.
- Winning a North American title while not considering pouring out the case of beer someone hid under his foredeck.
- Crossing the fleet on Port from the pin.
- Setting up the model boat races.
- Giving away 9 used jibs on the lawn.
- Reinforcing a broken mast with a butter knife.
- Winning another Pan American Games Medal.
- Launched.

Yesterday, I tried to describe Bruce to my wife, who isn't an active sailor. I told her that you could take the five best sailors in the world in any era, put them on a starting line and he could (after leaving his boat in the water

the three previous nights) beat any of them. She said, "Wow...and you were friends with him?" I paused awhile, considering how terrible simply changing one word from 'are' feels right now. "We all were" I said.

We all were.

Because he encouraged us. He hung out with us. He helped us get faster. He asked us to come along. He came along when we asked him. He finished in front of us, but he made sure we never felt beaten.

He was the Bruin.

And today is just the first day of the forever in which he'll be remembered.

*Bill Faude*

The Memorial Service will be held at the Devils Lake Yacht Club in Manitou Beach, Michigan, on June 30, 2007, at 1:00 PM. If you are planning to attend, please go to the ILCA website and register your name on the "who's coming" list. You can also access other memories of Bruce shared by our members on the website.

### **Welcome New Member Richard Braverman**

I started sailing in 1947 and graduated to Lightnings in about 1958 or 1959 with Lightning 2329. Then, we bought Lightning 8400 from Gerber Manufacturing in or about 1962. Subsequently, we owned and raced 8719 and 10392.

We still own 10392 (a Tom Allen boat), and we hope to refurbish it to teach my grandchildren the fun of sailing a small boat. (We have a cruising C & C, a Landfall 38, as well). So you see, we are returning members, after a rather long hiatus.



### **Just Launched: Thomas Olivier Holly**

Born on February 5, 2007, Thomas weighed seven pounds, two ounces.

Above is a picture of the family hiking on the Adirondacks. Thomas is 3 months.

Thomas has already stepped the Lightning mast (well he was feeding while dad did it), attended the club's skipper's meeting and two meetings to organize the Canadian championships!

*Valérie Tardiff-Holly*

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# 2007 Lightning Women's, Juniors', and Masters' North American Championships

August 15-18

International Lightning Class Association

Hosted by the Potomac River Sailing Association & Lightning Fleet 50

Leesylvania State Park, Virginia

## NOTICE OF RACE

### 1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The regatta will be governed by the rules as defined in The Racing Rules of Sailing, which include the Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 1.3 Racing rules 42.3(c), 44.2, 60.1(b), 63.1, 63.6, 66, A4.2, and A7 will be changed. The changes will appear in full in the sailing instructions.
  - 1.3.1 Rule 42.3 (c) shall be altered to allow certain types of pumping in accordance with Class Rule VIII 12.
  - 1.3.2 Rule 44.2 will be amended to one tack and one gybe, as opposed to two tacks and two gybes, if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with Class Rule VIII 9.
  - 13.3 RRS 60.1(b), 63.1, 63.6, and 66 will be changed to permit Protest Arbitration.
  - 13.4 A4.2 will be changed to increase the points for boats receiving certain "letter" scores and A7 will be changed to reduce the points for boats tied at the finish line in accordance with Class Rules VIII 4(b) and VIII 5(a).
- 1.4 Class Rule VIII (3) will be changed as follows. The second sentence will read "A boat not finishing with a time limit of 30 minutes after the first finisher sails the course and finishes will be score the number of boats that finished within the time limit plus 1."
- 1.5 Decisions of the protest committee will be final as provided in rule 70.4. (Class Rule VIII 7)

### 2 ADVERTISING

Class Rule VIII 2: This Regatta is designated Category C in accordance with Appendix 1, regulation 20, restricted as follows: Advertising on hull only.

### 3 ELIGIBILITY AND ENTRY

- 3.1 The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/07.
- 3.2 The ILCA Women North American Championship is open to all female sailors.
- 3.3 The ILCA Masters North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/07. Minimum combined age of skipper and crew is 130 years (as of 12/31/07).
- 3.4 Women, Junior and Master skippers must be ILCA Life, Active or Associate members. Crew must be ILCA Life, Active, Associate, or Crew members.
- 3.5 Eligible boats may enter by completing an entry form, available at [www.lightningclass.net/fleet50/WJM](http://www.lightningclass.net/fleet50/WJM), and sending it with the required fees on or before July 25th, 2007 to:

Executive Secretary, ILCA  
7625 South Yampa Street  
Centennial, CO 80016

- 3.6 Late entries will be accepted until 1800 Wednesday, August 15th with a late entry fee.

### 4 FEES

Required fees are as follows:

<u>Class</u>	<u>Entry Fee</u>	<u>Late Entry Fee</u> <u>After July 25</u>	<u>Non-US Sailing</u> <u>Member Fee</u>
Juniors	\$45	\$15	\$5
Women	\$75	\$15	\$5
Masters	\$130	\$15	\$5

### 5 QUALIFICATION FOR OTHER LIGHTNING REGATTAS

- 5.1 From this Junior, Women's and Masters Championships one or more skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regatta in accordance with the following formula: one skipper qualifies if the fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc. (Class Rule XII.3)
- 5.2 The two competitors in the Juniors Championship having the two best scores among those born 1/1/1989 or after, willing, and able to represent North America, shall be named their entrant for the Lightning World Youth Championship. (Class Rule V.2.2 for World Championships)

## 6 SCHEDULE

- 6.1 At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta or on the property of Leesylvania State Park, ILCA, Lightning Fleet 50, Potomac River Sailing Association, any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.
- 6.2 Junior competitors and their PARENTS OR GUARDIAN will be required to complete and sign a Competitors Agreement regarding drug and alcohol policies and curfew for free housing, and a Medical Consent Form.
- 6.3 Planned Schedule

Wednesday, August 15	1200-1900	Measurement
	1300-2000	Registration
Thursday, August 16	0900	Competitors Meeting
	1100	Warning signal 1st race of the day
		Masters Races (2)
		Women's Races (2)
Friday, August 17		Juniors Races (3)
	1100	Warning signal 1st race of the day
		Masters Races (2)
		Women's Races (2)
Saturday, August 18		Juniors Races (3)
	1100	Warning signal 1st race of the day
		Masters races (2)
		Women's Races (2)
		Juniors Race (3)
		Awards at the Pavillion following racing

\* The Race Committee may hold no more than two races each day for the Masters'. However, it may hold a third race for the women's or a fourth race for the Juniors' in order to make races from an earlier day or in anticipation of poor weather the following day.

- 6.4 No starting sequence will begin after 1430 Saturday, August 18.

## 7 MEASUREMENT

- 7.1 Boats must hold and present a valid Measurement Certificate, and must display a 2007 membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.
- 7.2 Boats that are properly measured at the Dixie District Championship Regatta may be exempt from measurement at the Women's, Juniors', and Masters' Championship.

## 8 SAILING INSTRUCTIONS

The sailing instructions will be available on August 15 at registration.

## 9 VENUE

Racing will be on the Potomac River east of Leesylvania State Park.

## 10 COURSES

The courses will be windward-leeward with 0.75 to 1.0 nm weather legs lengths depending on the wind and current.

## 11 PENALTY SYSTEM

- 11.1 Rule 44.1 is changed so that when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one tack and one gybe instead of two. (Class Rule VIII 9)
- 11.2 Decisions of the protest committee will be final as provided in rule 70.4

## 12 SCORING

- 12.1 One race is required to be completed to constitute a series.
- 12.2 If fewer than 6 races are completed, a boat's series score will be the total of her race scores. This changes RRS A2. If 6 races are completed, a boat's series score will be the total of her race scores excluding her worst score. (Class Rule VIII 4(c))
- 12.3 OCS, DNE, BFD, and DSQ score points equal to two more than the greatest number of yachts eligible to start in any race of the series. This changes RRS A4.2. (Class Rule VIII 4(b))
- 12.4 Boats that tie in a single race shall score points equal to the best position involved. The position(s) immediately after shall remain vacant (if two yachts tie for first place, both are scored 1 point, and the next yacht to finish scores 3 points). This changes RRS A7. (Class Rule VIII 5(a))



### 13 SUPPORT BOATS

- 13.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the laylines of the course including the starting area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise instructed by the Race Committee.
- 13.2 Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the Organizing Authority.
- 13.3 The penalty for failure to comply with any of these may result in disqualification of all yachts associated with the in fringing support personnel

### 14 PRIZES

- 14.1 Trophies will be awarded to the top finishers, skipper and crew, in each fleet. The number of trophies awarded will depend on the number of boats registered, but will be at least 3 per fleet.
- 14.2 Perpetual Trophies will be presented to the North American Champion in the Women's, Juniors', and Masters Classes.

### 15 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Lightning Fleet 50 and Potomac River Sailing Association will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

### 16 FURTHER INFORMATION

For further information please contact:

#### **ILCA**

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

#### **REGATTA CHAIR**

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703 786-1967 c  
Nabeel.Alsalam@gmail.com



Fleet 50 is excited about hosting this important event, and we have a great location for it: the beautiful and historic Potomac River, twenty miles south of Washington, DC. We hope that you will come and give us the opportunity to give you a great experience.

For more info or questions, please contact regatta chair: Nabeel Alsalam  
[nabeel.alsalam@gmail.com](mailto:nabeel.alsalam@gmail.com) or 703-786-1967.

<http://www.lightningclass.net/fleet50/WJM>

## What Will it Be Like At the Women, Juniors, and Masters?

The Potomac River Sailing Association and Lightning Fleet 50 are excited about hosting the Women, Juniors, and Masters Championships this August 15–18. We've pushed the regatta onto Saturday and reduced the measurement and registration time to one day to economize on your vacation time. We hope you can make room in your schedule to come.

The sailing is on the Potomac River off of Leesylvania State Park, about twenty miles downriver from the Lincoln and Jefferson Memorials. Fleet 50 has held its annual Doc Gilbert Potomac Cup Regatta here during the first week of May since the park opened in 1992.

The river is almost 2.5 miles wide at this point, so there is no problem setting up good racing courses. Racing here isn't just about straight-line boat speed. Paying attention to current is important because the venue is in the tidal part of the Potomac, and the tidal current adds to the usual lazy river current. Also, the hills on the Virginia side of the river can create some funneling and wind shifts depending on the direction of the winds. It is always a challenge to do well here, but that's what makes it fun!

Summer can be hot around here, but August often has some surprisingly nice breezes. I've talked to two sailing schools that run classes everyday on the river, and they confirm this. Also, with the sailing venue so close, we can get a race in at 11:00 with the morning breeze, and, if it dies, go in and then come back out later in the afternoon when it kicks up again.

Launch facilities include two cranes and a triple wide ramp, so getting in and out of the water is pretty quick. There is ample space for up to eighty boats in the parking lot. And you can keep your car with your boat and trailer.

The center of social activity will be under a pavilion in the shady wooded area to the north of the launch area.

Anyone who wants to pitch a tent nearby is welcome to do so. Bathrooms are available behind the pavilion. Showers and a small store are available in a lot to the south of the launch area.

If camping is not your style, there are inexpensive motels nearby. Also, some local Fleet 50 families will host some sailors, but these accommodations are typically forty or more minutes away to the west and north of DC.

Included in the registration fee is what we believe will be a delectable summer BBQ provided by Famous Dave (Friday evening). Volunteers will make lunches for sale for a small fee, but they will also be available from the park store and a couple of nearby groceries.

This is a historic area. Leesylvania itself was a plantation during the colonial period. Henry Lee III (Light Horse Harry), the revolutionary war hero and father of Robert E. Lee of the civil war, was born here. During your time off, you can visit Mount Vernon, the home of George and Martha Washington. An impressive new educational center was recently opened at Mount Vernon, so even if you've visited it in the past, it is worth another one. Also nearby is the new Marine Corps Museum at Quantico. If shopping is your thing, the Potomac Mills Mall is well known in the area for providing a bewildering variety of stores, outlets, and more. We will provide sign-ups to get people together to car pools to these places on Wednesday and Thursday evenings.

We have the capacity to host a large regatta, so help us make or break previous records. In particular, Juniors are our future, so help sponsor a junior boat or two and let's get twenty or more of them competing.

Call or email me if you need help or information, contact me: [Nabeel.Alsalam@gmail.com](mailto:Nabeel.Alsalam@gmail.com) or 703 786-1967.

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## Magnus Pederson Regatta and Met Districts

Fleet 75 at Nyack hosted the combined 2007 Magnus Pederson Regatta and Metropolitan District Championships, sailing six races on June 2 and 3. Seasoned veteran Jon Schwartz from Redbank won the regatta and retained his title as Met District Champion. Twenty-one boats competed, of which fourteen were from the Met District. Each day the winds started out light and variable, then built and settled in from the south at around 16-18 knots, making it a good test of abilities in all types of wind conditions and currents. Second place overall went to young Will Brown from Barnegat Light Yacht Club, third to John Townsend from Riverton.

We were happy to host two Lightning grant boats. Skipper Bobby Martin and crew finished 4th, and the other grant boat with Guy Tawney and his crew, their first time in a Lightning, finished in 14th. These young men and women were a welcome addition to our regatta and to the Lightning Class.

Rounding out the top ten were George Harrington from Redbank 5th, Gary Hurban from Nyack 6th, Bob Sengstacken from Nyack 7th, Ted Duffy from Redbank 8th, Joan Hurban from Nyack 9th, and Ryan Sprole from Nyack 10th. Complete results can be found on the ILCA website.

Brian Hayes did a great job of helping us improve our game. He helped the grant boat crews and others tune their boats on the dock, took videos during the races, gave some pointers between races, gave a critique of the races during the cocktail party, then showed his videos and was available to answer questions from all of us. Many thanks to Brian for adding this dimension to our regatta.

Of course, it wouldn't have been a Magnus Pederson Regatta without our traditional delicious steak barbeque, complete with fresh corn from the farm, baked potatoes, salad, and delicious desert, as orchestrated by Joan Hurban. The weatherman, contestants, and race committee combined to make this a great event. We hope you can join us at our Last Blast Regatta on October 7, which is a one day event that typically has lots of boats, wind, food, and good times.

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## MAGNUS PEDERSEN REGATTA combined with the METROPOLITAN DISTRICT CHAMPIONSHIPS Nyack, New York—June 2 & 3, 2007

Skipper	Hull	First	Second	Third	Fourth	Fifth	Sixth	Total	Place	District
Jon Schwartz	14786	1	3	2	2	[22]	1	9	1	1
Will Brown	14350	4	4	[11]	1	3	7	19	2	
John Townsend	14890	[10]	1	6	10	1	3	21	3	
Bobby Martin	14930	2	6	[7]	7	2	4	21	4	
George Harrington	14706	7	2	3	4	[13]	5	21	5	2
Gary Hurban	14073	3	[13]	6	3	8	2	22	6	3
Bob Sengstacken	14888	8	[16]	1	6	10	6	31	7	4
Ted Duffy	14175	9	[11]	4	5	6	10	34	8	5
Joan Hurban	15093	[12]	7	5	8	9	8	37	9	6
Ryan Sprole	15296	6	12	9	9	5	[19]	41	10	7
Hugh Hutchison	15055	5	[18]	12	12	11	9	49	11	
Dick Moyer	14942	[17]	9	8	11	7	14	49	12	
Shea Thorvaldsen	14363	14	8	[22]	22	4	15	63	13	
Guy Tawney	15234	[18]	10	13	14	15	18	70	14	
Allan Crew	14699	13	14	17	[22]	14	12	70	15	
Eric Beck	14277	15	[17]	14	13	16	13	71	16	8
Sandy Huntsman	15203	11	5	[22]	22	12	22	72	17	9
Eric Kent	14492	19	20	15	15	[22]	11	80	18	10
Ron McCormack	14482	16	19	18	[22]	17	17	87	19	11
Bill Cook	14140	20	15	16	[22]	22	16	89	20	12
George Penny	13625	21	21	19	[22]	22	20	103	21	13

## Lake Lansing 42nd Annual Regatta

**Hosted by Fleet 387, May 19th, 2007**

Lake Lansing is typically known for its light air and fluky conditions, but this year's regatta started out with a forecast of 15–25 knot winds out of the WSW. When we arrived at the Lansing Sailing Club, however, there was little wind with light rain. By the time we sailed out to the race course, it had begun to clear with 5–10 out of the WSW. In the first race we decided to defend the middle left; we nailed the pin end start and then crossed the fleet on port. Our plan worked out well as we finished first. However, I thought there were two more legs to the race, and we rounded the mark and set the chute not realizing that we had already finished. It just goes to show that you should pay attention to the race committee.

In race two the wind began shifting to the right and picked up to 10–15 as George Nickles from Lake Fenton Sailing Club caught a nice winder on the right up the last beat as we lost our lead and finished second. In races three and four I must have started paying attention again. We won them both with good boatspeed and by playing the shifts up the middle right. Race five saw Pat Dolan displaying some local knowledge as he banged the left corner and passed us on the last beat to win the race. In the final race there was a three-way battle up the last beat, with George edging out local sailor Larry Koster as we finished a close third. This ended up being our throw-out and proved to be good enough to win the regatta.



*Jacobson leading port tackers*

Rounding out the top five were in 5th—Larry Koster, 4th—John Heagy from Northcape with none other than Bruce Goldsmith as crew, 3rd—Pat Dolan and George Nickles taking 2nd. Overall it was a great day of sailing with great conditions. The folks at Lake Lansing are known for their hospitality and famous chili and corn-bread lunch. The race committee did an excellent job in challenging conditions, and their one-day format is becoming popular and convenient for many Michigan District sailors. Consider putting it on your calendar for next year.

*Chris Jacobson—15225*

### Lake Lansing Lightning Fleet 387 42nd Annual Regatta, May 19th, 2007

Sail	Skipper	Crew	Crew	R1	R2	R3	R4	R5	R6	Total	Place
15225	Chris Jacobson	Gus Dey	Tom Hernick	1	2	1	1	2	-3	7	1
15032	George Nickles	Brian Nickles	Tim Nickles	3	1	-4	3	3	1	11	2
14963	Pat Dolan	Gil Chesboro	Terry Kleiman	2	3	3	2	1	-4	11	3
14543	John Heagy	Nick Gilmore	Bruce Goldsmith	-8	4	2	5	5	5	21	4
14294	Larry Koster	Gary Marx	MS Jost	7	6	-10	4	4	2	23	5
14476	Jim Fletcher	Ian Clemens	Michael Bullocchi	4	7	7	7	-10	8	33	6
14147	Susanna Telschow	Mike Moody	John Kelstoe	5	-9	5	9	8	6	33	7
14746	Merrick Hurlbutt	Scott Watkins	Adrian Tuttle	6	-8	6	8	6	7	33	8
11147	John LeFevre	Leif Alton	Bob Bell	-9	5	8	6	7	9	35	9

## FAMILY FUN AT THE BCC

On August 4 and 5 the Buffalo Canoe Club will be hosting the BCC Youth Invitational Regatta. Here is the twist to this event—the skipper and one crew may not have reached their 20th birthday in 2007, the third crew can be any age. We plan on having a nine race series with one throw out after six races have been completed. Juniors can bring their teams for a pre-Junior NA tuneup; moms or dads can crew for their kids; maybe you could fly a “hot shot” in for some on-board coaching. Anyway, you decide. It's all about having some great racing on Abino Bay and enjoying a Beach Party on Saturday night.

**How else would you rather spend a weekend in August?**



# **The Breeze Still Going in Florida**

Amy Smith Linton

Maybe it's global warming—er, rather, global climate change, as the Weather Channel suggests we call it, but Florida has had solid breeze. For months. The May 18–20 Florida Districts at Davis Island Yacht Club continued the unexpected trend.

Three intrepid Masters skippers competed for the very green Florida Masters blazer. For our purposes, we call 50 a master, and open the event to anyone who wants to try the Lightning. Pre-frontal breeze (in May!) augmented with sea-breeze piped up into the mid teens on Friday. Three Masters teams ventured onto the bounding main, and then ventured back in after two challenging races.

Bill Mauk retook the honors, with Cameron Carlin and Cam's 8-year-old son Zach (what a hiker!) as crew on Progressive. Dr. Steve's team's cat-like reflexes saved Widespread Panic from an upwind capsize (Note to skip-pers everywhere: when it's quite windy, worry about the backstay AFTER completing the tack), and finished second. Bill Meyers had a spectacular high-speed wipeout that left his spreaders tweaked and his rudder less than functional, but he scrambled, put his program back together and continued sailing for the rest of the weekend.

Saturday repeated the weather—sunshine and plenty of breeze. A persistent mid-20's puff convinced the RC to delay on shore for forty-five minutes or so, but then it was go-go time—five back-to-back windward-leeward races (four legs, finish to leeward, and then the last race of the day a five-legger).

Several folks went swimming, either as an individual spectator sport or as a team event. Apparently some hiking straps proved to be self-adjusting in the weather conditions. The new boat (#15230) of Joanna and Mike Beaver in Ft. Myers probably had the quickest retrieval rate (Chris was fully in the water but got snatched back in with no visible loss of speed). On our boat, Jahn Tihansky earned style-points in my book when I looked back to see only the soles of his boots and his surprised face. I believe he was still calling tactics from down there. Meanwhile Jeff DuVal's Square Canoe (ably crewed by the Happy Tribe) certainly earned the "Fastest Recovery from a Flip" honors. Blink and you might have missed it.

On shore, a cook-out kept the sailors awake until at least 8:00 PM, and if anyone had additional on-shore adventures in Ybor City or anywhere else, I never heard about it.

Sunday brought a bit of moderation as the front came through, but also a lot more variation in wind direction. It was shifty, and the wind was up and down, so you might be all-out hiking for two minutes, then all sitting in, and then back to hiking. And others on the same leg, just a few hundred feet away might miss the puff altogether. Two races, and it was time to call it a day.

The results belie the level of competition. With a "warm-up" regatta from Clearwater to Key West earlier in the week on board the America's Cup catamaran, most of Team Linton (Jeff and Jahn) had gotten into a groove tactically, and both grew up in the tricksie conditions of Upper Tampa Bay.

The fleet was tough. Six boats finished within nine points after seven races—not to mention that Robby Brown lost

a main halyard before the first finish and spent a frustrating day on shore trying to rethread the darned thing, and Fred Strammer who sailed very light in the heavy air—behold the future of the Class, if we are lucky enough to keep him on a Lightning!—and by the way had to skip Sunday's racing to go to his high school graduation.

Kudos to the RC team, which included John Linton in a flats boat at the windward mark, Tom Taylor in his runabout at the pin, the sloop White Hart at the start, headed by Henry Moore, and King Purton and Paul Leonard aboard the club's workboat. They had a wet, bouncy couple of days running excellent races.

We hope to send five skippers to the NAs.

## **2007 Florida Lightning Districts**

**May 19–20, 2007**

### **Davis Island Yacht Club**

1. Jeff Linton, Jahn Tihansky, Amy Smith Linton  
14 points 1,1,1,(2),1,2,1
2. Jeff DuVal, Brian Malone, Kat Malone  
21 points 2,5,(8),6,2,1,5
3. Jim Alman, Josie Williams, Christine Ferguson  
24 points 4,3,(6),1,6,4,6
4. Bill Mauk, Cameron Carlin, Tina Tenret  
25 points 5,(7),3,4,5,5,3
5. Fred Strammer, Ashley Gaillard, Charlotte Sims  
28 points 3,4,4,3,4,(10),10
6. Stephen Horwitz, Eric Rodriguez, Ivan Lyor  
30 points (7),2,2,5,7,7,7
7. Mike Beaver, Chris Raubacher, Joanna Beaver  
30 points 6,6,5,(8),3,6,4
8. Robby Brown, Dave DeCamp, Patrick Wilson  
45 points (10),10,10,10,10,3,2
9. Bill Meyer, Dillon Moore, Scott Schuman  
46 points (8),8,7,7,8,8,8

## **2007 Florida District Masters**

**May 18, 2007**

### **Davis Island YC**

1. Bill Mauk
2. Stephen Horwitz
3. Bill Meyer

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Phone: (303) 325-5886  
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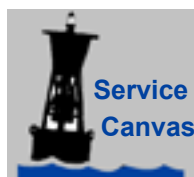
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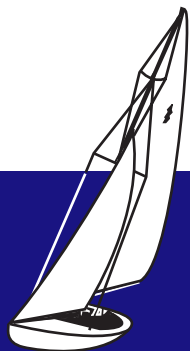
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# Classic Lightning

Craig Thayer — [thayer@a-znet.com](mailto:thayer@a-znet.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

## 6133

Joseph LaCroix

In April 2004 I decided to go find another “Lightning” sailboat because I had owned a woody years before a 1961 that had flowers growing out of it when I found it in Oakville, Ontario, Canada, was the recipient of a full restoration and is still flying on the lakes in the north.

I decided to hook onto the boats for sale at the Lightning web and found 6133. I decided to drive to Pittsburgh to check it out! Upon arrival I discovered that dry rot had set into the keel plank and the keel logs of the centerboard trunk and (undiscovered at the time) the mast step. I repaired a few planks beside the keel and then went out on Lake Ontario. No problem sailing, but she was taking on a gallon of water every fifteen minutes. Deep down I knew that the boat needed major surgery, but I was in denial! I sailed her like that the following season.

Then (I had five boats in my garage) when my first mate said, “Joe, is there a problem here?—like are you nuts?” My reply was simply that a man’s faculty for collecting could never be considered a mental illness of any kind! Let’s call it an affectation of sorts! It was clear I had TOO MANY BOATS! After all you can only sail one at a time. Entering middle age like many others, there are many demands on available time, so I decided it was time to divest myself of some of the collection—but NOT ALL! The 1966 / 6133 HAD TO GO!

Although, I (taking pride in Bristol sail boats of all kinds, especially Woodies) decided I could not let her go to a new owner without first undertaking the “major surgery.” After all it couldn’t be more serious than a keel and centerboard trunk restoration.

These are not little parts, and there is a significant level of elbow grease involved (say several fifty-gallon drums). If I had hired someone to do the repairs, surly the price of the boat would have gone up to \$6,000.00 minimum, and I would not be surprised to see fully restored Woodies in that range in the future.





All said and done, she turned out great. It was a wood working challenge for me, but having years of experience with wooden boats of all kinds, I rose to the occasion and the outcome was quite pleasing indeed—making it all the more difficult to let her go, but I did so with pride. 6133 is now in capable hands on Lake St. Joseph (ironic) sailing away!



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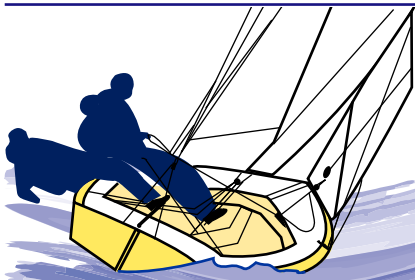
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# Boat Grant Program

## The 2007 No Gas Regatta

*Bobby Martin*

The Regatta was hosted by the Severn Sailing Association on May 12 and 13. The regatta was my first taste of Lightning racing and the Class. I was blessed with experienced crews Devon Rapp and Eric Reitingner for the event, and their patience with a first-time skipper was much appreciated. We were greeted on Saturday morning by the crews of seventeen other Lightnings and a smooth breeze.

I was able to meet two other Boat Grant Recipients, Bob King and Guy Tawney. There was an instant sense of camaraderie among us, and Bob even helped us rig our boat in the morning. It was evident that teamwork and practice amongst all the Boat Grant Teams could be a valuable asset for all of us.

After my first experience with a Loos gauge, we sailed out toward the race course just South of the Bay Bridge. None of us had sailed in a boat together, and we were able to sail some practice beats before the first warning signal. After the start of race one, I found something to be very true. As you know and I didn't, Lightnings DO NOT accelerate off the starting line quite like a smaller dinghy. After a rough start, my team had a great comeback on the final run to capture fifth place in the race. From this point, the breeze slowly started to die and only one more race was completed that day.

Sunday's racing would prove to be much more challenging than the previous day's. We raced much closer to the

harbor, which produced much shiftier conditions in a 10 to 20 mph breeze. We completed three races for the day, and I felt how powerful and fast a Lightning was on the run and specifically on a tight reach.

The No Gas was a great experience and a change of pace to a different kind of intensity than I am used to in college sailing. We finished up in eighth place out of eighteen boats. Congrats to Allan, Dave, and Katie on a well-sailed event. Their light air boat handling was most impressive and certainly set a standard where I hope to get my team to some day. I learned what skills my team needs to work

on for success in future events and how I can apply my smaller dinghy experience to a larger scale.

I would like to thank Bill Fastiggi, Allan Terhune, and the other members of the Boat Grant Committee for their commitment to bring younger sailors into the Class and the opportunity they have given me to at an early age be a part of one of the best one-design classes in the world. I would also like to thank Hugh and the rest of his team at Nickels Boat Works for the new and very fast Lightning, Vermont Sailing Partners, and EVERYONE that was involved with the transportation

of my boat from Michigan. Fellow Central Atlantic Racer John Faus for his continued support and most thanks to my mentor, Mark Schneider. Without his aid in boat preparation and tuning, I would not have been able to sail my first club series race or the No Gas Regatta. Finally, thanks to all members of the Lightning Class for this amazing opportunity. I look forward to meeting all of you this summer.



*Bobby Martin*



*Relaxing at the Severn Sailing Association*



*Bob King, boat grant skipper, took 6th place at the No Gas Regatta*

# The 2007 No Gas Regatta

Michael Rutler (Barnegat Light Yacht Club)

Gloves, check. Spray top, check. Boots, check. Ipod, charged. Six hours later I arrived in Annapolis Maryland after a six-hour ride from Garden City Long Island. Needless to say, I was happy to participate in my second Lightning regatta, the No Gas at Severn Sailing Association. Eighteen boats participated. Hats off to those who traveled long distances (Quebec Canada, New Jersey, New York) to sail at SSA. Day One on the Chesapeake brought light but variable winds of about 8-10 knots. We managed to get two races off before the wind completely petered out! I hope I wasn't the only one on the fourth leg of the second race (when the wind died) who saw the irony in the name, the "No Gas" Regatta. Luckily, we were towed off the course by a very helpful and friendly race committee. Day Two, on the other hand, turned out to be quite the opposite with close to 20 knots of breeze and no less than two feet of chop stirring up what is already a very busy bay. I must, at this point, tip my hat to the Race Committee who strategically placed the race course within shouting distance of SSA should anyone decide to take heed of the small craft advisory that was announced forty-eight hours prior. We sailed three five-leg races with the aforementioned weather conditions, which was a lot of fun. On another note, Bob King, recent graduate of Syracuse Law School (he needs a job) and one of three recipients of the Boat Grant Program, was happy to have sailed the No Gas. All in all, a beautiful weekend in sunny Annapolis Maryland. I look forward to seeing some familiar faces at the next Lightning regatta.

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**Atlantic Coast Champs** 1,2,3,4

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**Bluenose Regatta** 1,2,3,4,5,6,7,8,10

**Frigid Digit Regatta** 1,2,3

**Snow Ball Regatta** 2,4,5

**Dixie Districts** 1,2,3,4,5

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## 2007 Pymatuning Spring Classic



The 2007 Pymatuning Spring Classic regatta lived up to its slogan—"Cool Breezes, Warm Friendship, Hot Competition." It's an event that every Lightning sailor should attend. The PYC sailors take care of housing (your own trailer!), they serve home cooked meals, the cocktails are endless, and the Trailer Trash Band entertains all ages.

The winds cooperated Saturday as the RC got four races in. Ched Proctor's team was the leader at the cocktail party Saturday night. As the winner of the event many times, Skip Dieball always says it best to be winning this regatta then because one never knows what Sunday's weather will bring. He was right...the wind did not cooperate Sunday and Team Ched was the winner. Congratulations to Skip, Debbie Probst and Rob Ruhlman for rounding out the top five.

Thanks to my crew, Jody and Bill, for another excellent job. Also, thanks to Bertie and the entire group at Pymatuning. We can't wait to return in 2008.



*Greg Maras and Dave Starck, as guest vocalist, fronting for the Trailer Trash Band singing Elvis' "Little Sister"*



## 2007 Spring Classic Results

Boat #	Skipper	Crew	Crew	Race 1	Race 2	Race 3	Race 4	Total	Final
14821	Ched Proctor	Jay Mueller	Matt Ayers	5	2	3	2	12	1
15252	David Stark	Jody Stark	Bill Faude	10	1	1	2	13 1/2	2
14880	Skip Dieball	Karl Felger	Ryanne Gallagher	3	3	8	6	20	3
15251	Debi Probst	Jen Miller	Sarah Paisley	9	6	2	5	22	4
15257	Rob Ruhlman	Abby Ruhlman	Beth Werley	1	9	9	4	23	5
14957	Ryan Ruhlman	Nick Turney	Mat Schon	7	4	7	10	28	6
14768	Peter Hall	Jay Deakin	Jamie Allen	4	5	RAF	1	33	7
15112	David Werley	Greg Maras	Ben Werley	13	7	6	9	35	8
15250	Daniel Pope	Jim Barnash	Amanda Birchenough	14	10	5	13	42	9
15181	George Fisher	Rick Kirby	George Auer	2	DNF	11	7	44	10
15015	John Werley	Bertie Werley	Kati Werley	8	8	16	12	44	11
15255	Richard Hallagan	John Steiner	Kathy Wild	12	14	10	8	44	12
15288	Dave Viereg	Tina Viereg	Laura Stumpf	6	11	14	14	45	13
15272	Mark Grinoer	Matt Franzek	Stephanie Mah	15	12	4	15	46	14
15292	Eric Brandt	Becky Young	Bridget Ireland	11	16	13	11	51	15
14249	Ben Mercer	Tim Werley	Tristan Jackson	17	13	12	17	59	16
14573	John Woodall	Steve White	Nora White	21	15	15	16	67	17
488	David McBrier	Chris Simon	Dan Bloomstine	20	18	17	16	71	18
14390	Jim Stone	Ed Auer	Marty Calabrese	18	19	18	20	75	19
12593	Bob Baumgardner	Earl Brown	Dan Jones	22	20	19	19	80	20
14546	Victor Maras	Samantha Maras	Adam Maras	16	17	DNS	DNS	73	21
15022	Garry Condon	Linda Condon	Liam Condon	19	DNF	DNS	DNS	83	22
14433	Dave Samanich	J. Christopher	R. GraeBert	DNF	DNS	DNF	DNS	90	23



## Winners

**Ched Proctor**

**Jay Mueller**

**Matt Ayers**



For over 60 years, the members of the Lagos Yacht Club Tarpon and Lightning Fleets (they have been importing fiberglass boats since the 80s) have been sailing in the Lagos Harbor and have set their boats up based on experience, written tuning guides and articles written by sailors of the Lightning around the world. With multiple Nigerian teams attending the World Championship in Greece and the purchase of twelve new boats over the past two years, Steve Davis and Skip Dieball decided to visit the Fleet, organize a multi-day Lightning Lab and participate in the Lightning/Tarpon Nigerian National Championship.



*Tarpon #1*

## Lagos, Nigeria Lightning Lab and National Championship

*Skip Dieball and Steve Davis*



*Traffic to Lagos Island*

In 1946, the Lagos Yacht Club was searching for a new one-design boat to sail and race. Their venue consisted both of inland harbor and ocean water racing. They chose the Sparkman/Stephens designed Lightning. Since it was built from local materials (rainforest mahogany), it was PAINFULLY heavy. That's OK, because there were about twenty more built shortly thereafter...all pretty much the same weight. To get these overbuilt boats through the water, the locals developed a Genoa (about 120%) that helps power them through the varying conditions. It also puts them on pace with the modern fiberglass Lightnings, so they all can sail together. Interestingly, the "Tarpons" (named after the first boat) have a genoa winning assembly in the middle of the boat.



*Airport escort*

**Day 1:** We arrived in Lagos, Nigeria this morning after an uneventful ten-hour flight from New York. Upon our arrival, we were greeted by a friendly local that works with the local Lightning Fleet to greet visitors. He took care of all the details on our arrival, and we quickly





proceeded to Lagos Island where Lagos Yacht Club and our hosts are situated. The drive from the airport was eye-opening. We saw first hand the mass population that exists and the vast need for infrastructure. With no structured public transit, it is full chaos on the streets during rush hour. Fortunately for us, we were seated in a bullet-proof vehicle, and our police escort and chase car "blocked and tackled" through the melee. Our leader carved out our path like Greg Fisher on a starting line!

Our host family, Ian and Lindy Edwards, made sure we were well fed and rested for our first afternoon in Lagos. After a quick nap, we went into town to a local market. It truly was an experience. With vendors of every conceivable good vying for your business, it was hard to stay focused. Our hostess, Lindy Edwards, was a master of market negotiation. Her expertise enabled us to effectively procure family gifts.

The Lagos Yacht Club is situated directly on the Lagos Harbor and overlooks the shipping ports, downtown and the immediate racing area. Truly a prize spot.

We started the Lightning Lab with a brief outline of what we'll cover in the coming days, which for today included a rig tune session. We wanted participants to hit the water so we could quantify our settings and video our handy work. The session gained more and more partici-



*Tarpon rigged with genoa*

pants as the day wore on. It is truly an inspired group and we are very happy to help them understand the Lightning and its intricacies.

Our first day was great. It was capped with our host Lightning Fleet members treating us to Lebanese dinner in downtown Lagos. The camaraderie was spectacular, and they are truly great hosts and appreciate us helping them figure out the Lightning...until tomorrow.



*Lindy Edwards & Skip*

**Day 2:** We started the day with a "harbor cruise" with our hostess, Lindy Edwards. We traveled in a very nice (fast) Whaler and headed up a river to visit a local village. Our journey took us west toward Benin, and we passed many different villages. Fishing, boat building and markets all lined the shore as the landscape went from the urban "downtown" Lagos to a very peaceful area lined with mangroves and palm trees.





Once arriving at our destination, we were greeted by the "locals" from Ishahayi Beach. This village had just received (with the help of many Lagos Yacht Club members and the Yacht Club itself) a new school, the Light Nursery & Primary School. It was truly a treat for Steve and I to visit and sit in while watching the kids were learning. The stretch of land where the school is situated is between the "river" that we traveled and the Atlantic Ocean. The ocean beach went for miles and provided some great surf.



The amount of attention the local Fleet is giving to us and our Lightning Lab has been inspiring. Today we had even more people involved in both "water" activities and our debrief. They are hungry for Lightning knowledge, and we are happy to provide what we can.



Thursday evening, the local fleet and our hosts had a wonderful dinner party in honor of both of us. We talked with many about our Lightning travels and answered even more questions on how to make our boats faster. It has been great fun helping these folks get better. The dinner also featured an introduction to the sponsors of our trip and of the regatta, North American Airlines and Heineken, both of which were delighted to meet us and made sure we were having fun.

**Day 3:** What an interesting day...it is the "rainy season" here, which we found hard to believe since we've been here—until this AM. The storm came and lasted for more than eight hours. With limited infrastructure, this creates a mess in terms of traffic and drainage. Grid-lock is an understatement, but we have had the good fortune of having some extremely savvy drivers that negotiated the roads to our benefit of keeping to our busy schedule.



Today we went to a small town called Kaytu, where we visited an orphanage that takes in local children. Having limited experience with this, both Steve and I were fascinated with the detail and care given to the children. Many expats help support the cause, and our host, Lindy Edwards, visits this orphanage quite regularly. The kids know her well, and you can see their excitement when she enters the room.

From Kaytu we proceeded to Lackey Market, which is a more modern marketplace where you can buy souvenirs and other touristy goods. With the storm and continuing rain, we were only a few of the customers, and we had the vendor's attention. It was fun, and we saw some amazing art and other native African goods.



*Tuning the tarpon*





*Note: the lever adjustment to relax the shrouds*

Lindy made sure that we were on schedule for the purpose of our trip...supporting the Lightning sailors. We arrived at the Lagos Yacht Club precisely at 1:00 PM to more rain. It subsided enough that we were able to tune more boats and even go for a brief sail (both Steve and I had been in motor boats exclusively until this point). After our sail, we reviewed the video from the previous day and previewed today's drills.

We concentrated on Rig Tune (Wednesday), Sail Trim (Thursday) and Starts/Marks/Strategy/Tactics (today). We've had great interaction with these sailors, and they

are keen to learn more and more. There are five teams headed to the Athens World Championship, and these teams are soaking in any/all information they can get. Their equipment has been upgraded and they have impressive goals for their Nigerian Lightning Team.

The official kick-off to the Nigerian National Championship was this evening (after our on-the-water drills). The dignitaries for the event spoke, and everyone had fun socializing before the big event.



**Day 4:** After a terrific party at Ian and Lindy Edwards' place Friday Night, Saturday morning started EXTREMELY early. Our plan was to be at the boat park between 7:30 and 8:00 AM, and we succeeded, barely by 8:00 AM!! ;-)

More tuning, more talk, more tips/techniques and we were through most of the boats in the fleet. Everyone was appreciative and we all looked forward to sailing!

The Nigerian Nationals was due to start at 11:00 AM, but as with most venues, we were postponed on land for a while. Many launched and sailed around, only to be swept downtown in a 5-knot flood tide! The tide here RIPS, make no mistake. It makes Savannah look like the Junior Varsity of current. You'd think that, like Savannah, you'd establish your strategy 100% around the current, but as we found today, you can't. You must honor the volatile wind shifts in the Lagos Harbor in order to succeed.







The RC fit in four nice races (three were shortened and one was full length). With Lightnings and Tarpons all over Lagos Harbor, it was quite a site. I couldn't help but think that this concentration of Lightnings only occurs in a few areas of the world...Pontiac, Buffalo, Pymatuning, etc. Make no mistake, Lagos Yacht Club understands which fleets have the most boats, and they are keen to be the biggest fleet in the World. With many more new boats being imported, the second-hand boats are being gobbled up quickly. One of the guys that is getting a new boat at the Worlds in Greece this summer explained that he had four buyers for his existing 15xxx series boat! Talk about fleet building!!

At the end of the day, the scores were tight but only discussed socially, as there were a few protests still being heard. My team, I'm crewing in the middle in a Carson 143xx series boat, should be close to the top with 7,2,3,1 (one throwout already). I believe after our six points, there are three or four boats with 8-10 points. I can't help but think of my good friend Dave Starck at this point in the regatta, "You have to be winning at the cocktail party!" What's worth noting is that the Nigerian National competitors have embraced many of the ILCA standards, particularly in the number of crew for their championship. Our team is sailing well over 600 pounds! I believe that the enforcement of the ILCA rules is in our favor, as most teams are coping with the switch from sailing 2-up to 3-up. My take—more people, more fun!

Tonight's party was themed as "Greece'd Lightning" as a way to promo the World Championship. Many of the



folks, including yours truly and Steve, broke out the to-gas! Talk about a blast from college!! We all looked great and had a ball at the dinner party!

An additional treat for Steve and I was being interviewed for a television production sponsored by Heineken. They have a few outlets where they sell their football (soccer) team's coverage and in return they produce and broadcast a "reality" series for sporting events. They are going to feature the Nigerian Lightning Nationals, and we might make productions (or on the cutting room floor!). It was fun, and we made friends with Henry Okafor, Brand Manager for Heineken in Nigeria.

Tomorrow we will sail out of Lagos Harbor and attempt three races in the Atlantic. Steve and I are looking forward to the type of racing we know in the Lightning; however, we've had some fun in the harbor with the current, shipping traffic, volatile wind, etc.



**Day 5:** The final day of sailing at the Heineken Lightning Nigerian Nationals would take place in the ocean. After spending Saturday in the volatile bay, I personally looked forward to the type of racing I am more used to.

Skip's team, with Alan Emslie (skipper) and Peter Jarvis (forward), held a slim three-point lead going into the last day. They had a throwout already in play with four races Saturday.

The sail out was fun. We were battling the current and going upwind, so we tacked along the shoreline breakwater. There is a village situated on the breakwater with plenty of activity!

The sailing in the ocean was delightful. A nice south-westerly wind was very consistent, and the water state was similar to a medium wind day in Con Con, Chile, or a heavier air day in San Diego. We had chop in between the swells, which made boathandling and driver concentration a premium.

Alan did a fabulous job with the boat focusing on speed, and we started the day with a 1,2 in the first two races. This sealed the championship as he could now use the 7th as a counter and take it easy in the last race. Congratulations to my teammates. They worked really hard all weekend, and I think we were dialed in!

The prize giving ceremony was top-shelf. Heineken really added some flare and to the winners were great trophies and BEER!! How about that...worth the hard work!



*Nigerian Nationals Champions  
Alan Emslie, Skip Dieball, Peter Jarvis*



*Nigerian Nationals—2nd Place  
Mark Haas, Knut Engebretsen, Tess Hottenroth*



*Nigerian Nationals—3rd Place  
Andrew Barton, Geir Skarstein, John Chaplin*



*Tarpon Champions  
Paul and Elaine Harrison & Don Third*



*Andrew Barton and Julian Calvin presenting thank-you gifts  
on behalf of the Fleet to Steve and Skip*

We had some time to reflect on the trip home. Everything the local fleet did for us was above and beyond the call of duty. They really made us feel right at home and made sure we were comfortable. Special thanks to North American Airlines for giving us an upgrade to first class on the way home. It made the ten-hour flight not only comfortable, but when we got to New York we were in/out of customs/baggage within ten minutes. Truly appreciated!!!

Lagos Yacht Club is a special place. Both of us have asked to come back, and we've put some plans in place to do another Lightning Lab with a slightly different format to build on what we've accomplished on this trip. We can't wait!!



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# ***Lightning Labs—2007***

The Lightning Lab Program has been a huge success already this season. Four Labs have taken place: Lagos Nigeria, with coach Skip Dieball; Nyack Boat Club, coach Adam Walsh; Harve de Grace Yacht Club, coach Allan Terhune and Fond du Lac, coach Ched Proctor.

John Faus has scheduled and coordinated this program on behalf of the ILCA. Thank you John!

The Lightning Class is looking for opportunities to contribute something back to its members and help support and develop its Fleets. All Fleets, large and small, are eligible to host a lab. The ILCA has set aside funds to help offset costs of putting on the labs and actively promotes these events via e-mails and website promotion.

Below is an example outline of a typical Lightning Lab program:

- Work to get all boats launched and ready to sail. Coach helps answer specific boat set-up questions. Individual Rig Tuning as time allows. The idea is to get all the boats to the same level of readiness.
- Opening chalk-talk. Coach polls attendees for suggestions about areas they need help with. Kick off with set-up, rig tune, sail trim, which includes Q&A.
- Sail out together. Hopefully upwind. This gives a Coach a stretch of time to critique boat by boat on the way out. Hard to verbally describe points; outhaul, overbend wrinkles, headstay sag, etc. can be pointed out.
- Starting and boat handling practice. Short line, and really short course. Three minute "college dingy" starts. 2 practice starts, and a "race". The results are all based on start and mark roundings, tacks and gybes. On the water boat specific critique. Ideally coach can take video to review later, on shore.
- On shore extended chalk-talk and video review. Can talk about all the specifics seen and talked about throughout the day in group format.

At Fond du Lac Lab the attendees choose to have Ched coaching on the water during the races; this lead to interesting discussions of race strategy in the midst of actually racing.

Each lab is unique and reflects the group participating and the coaches themselves. What a wonderful learning opportunity...be sure and take advantage of the next Lightning Lab near you.

## ***2007 North Americans Chartering Information***

Fleet 329 has received preliminary requests for boats available for charter at the North American Championships and the Woman's Juniors Masters, both events in the Annapolis/Washington DC area this coming August.

Fleet 329 anticipates an increasing call for boats as the events near and seeks to: (1) compile a list of available 14000-15000 series boats in good condition and race ready which can be made available for either or both events; and (2) add to the list of individuals who may seek to charter a boat to sail at the North Americans or Woman's Juniors Masters Championships, or both.

Boats should be located within reasonable proximity of the Washington, DC metro area. Charter fees for such boats may range from \$500-\$1000 or more per event, dependent on condition and demand.

Fleet 329 will act as a clearing agent for interested parties by posting and updating information on available boats, as well as on persons seeking to charter, on the 2007 NA's web site (<http://www.2007lightningnas.com>) by approximately the end of April.

Fleet 329 can suggest a method of handling insurance issues as between parties to a chartering arrangement.

Please contact Todd Johnson at: [todd\\_15202@comcast.net](mailto:todd_15202@comcast.net) or by phone at 202-302-2622.

# Lightning Labs—2007

## **Nyack, New York—Bob Sengstacken**

Spurred on by the kind attention of the ILCA, Nyack Boat Club's Lightning Fleet hosted a Lightning Lab on the Hudson River May 12 and 13. That's right, Mother's Day. It was the only weekend we could get on the calendar in the beginning of the year. This may have reduced our turnout! Anyway, we had eight boats on Saturday and nine on Sunday. We invited all the fleets in our District; it was an open event. In the end, though, only local boats showed (may have been the date).

We invited Adam Walsh to lead us in our practice and training sessions. Joan and Gary Hurban met Adam at a clinic he led for the ILCA in conjunction with a Winter Champ's in St. Pete. We had a motorboat for his use. Saturday morning we assembled in the Clubhouse for briefing. He went over steering with minimum rudder, stopping and starting on the line, and what to expect from him on the water. Then, it was time to sail! We wanted to use the little wind that there was, in case there was less of it later.

We set up a short windward-leeward course and ran several practice starts while he called out suggestions and commands. Eventually, he let us keep racing around the course. If someone got too far ahead, he would have them do a 360. Once, someone laughed too hard at that, and they had to do a turn, themselves. The wind was medium-light, and he motored behind each in turn to observe setup and technique. We had a chance to check our light air trim, run some roll tacks and gybes, and lots of starting. At the beginning, people had asked for lots of starting.



*Dixie Lightning Lab*



*Rick Larson, David Stix and Ched Proctor*

*Fond du Lac Lightning Lab*

We had lunch out on the water. Conditions allowed a lot of personal attention. This was good, because many levels of experience were represented. That can be helpful in the classroom, too. The more experienced can help those with less.

Then, as the breeze died, it suggested to us that we head back to the clubhouse. Adam shared lots of thoughts about how each team was doing, and we watched the videotapes. The co-pilot of the chase boat was videoing all the crucial junctures, and the audio picked up Adam's commentary. This kept us going for hours.

The next day we headed out onto the water in a big blow. The breeze was near the boundary where you wonder if racing will be held. It was a good chance to practice heavy air work in a slightly controlled environment, with a dedicated, competent chase boat and no actual competition. No starts today, he just set up windward and leeward marks, and we went around and around. Again, he would get behind and critique or coach each boat. This was great fun, but we did have lunch on shore. One boat did capsize.

In the afternoon, Adam followed us back out to the regularly scheduled club races. The breeze was down a little. He observed and Gary took more videos, but there was no coaching during races. They did manage to film a nice tacking duel, where the boat behind ran down the one ahead. The take-away was: if you're not holding them off, sail your own race. Try to break off the duel while sailing the lift, with the other boat split on the other tack. Again, a debrief on shore, and videos followed.

Everyone seemed tired, but happy. It was a success. We want to thank Adam Walsh for a good job, and we thank the ILCA for their support. There is talk of having Adam back for team racing or match racing clinics.

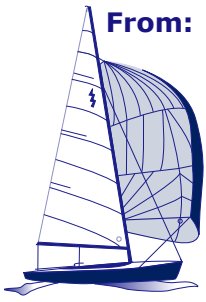


*Rick Larson*



*Kathy Lindgren*





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

## Classifieds

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

**15235 Nickels.** White with grey deck. Available to be picked up in Greece after the Worlds. Race rigged. Full set of lightly used North (Fisher) sails. Gal. Trailer. Two piece full travel cover. SS board. 700 lbs. Tacktick compass. Contact John Faus: [johnfaus@yahoo.com](mailto:johnfaus@yahoo.com) or 609-921-6788.

**15069 \$13,800 Nickels.** All White. Hull is in near perfect shape and hasn't been sailed much in the past two seasons. Boat is stored in Michigan. Contact Ward Detwiler: [Ward.Detwiler@gmail.com](mailto:Ward.Detwiler@gmail.com) or 248-770-7404

**14787 Nickels**-White hull, grey deck, adjustable jib cars, gal. trailer, spring/summer and winter covers with mast cover, SS centerboard, excellent condition. Ready for racing now. Located on LBI, NJ. Sails not included. \$9,900.00. Contact Andrew Demming at: [andrew.demming@gmail.com](mailto:andrew.demming@gmail.com)

**14781 Allen.** White hull, grey deck, adjustable jib cars, gal. trailer, North sails, covers, SS centerboard, excellent condition. \$11,500 Kirk Reynolds 315-685-5149 (w) 315-685-5149 (h) [reyn685@yahoo.com](mailto:reyn685@yahoo.com) (NY)

**14711 Allen.** Very good condition. Stainless steel board. Full race equipped, with trailer. \$9,500 John Andrews (PA) 814-333-4438 or 814-332-0738

**14705 Nickels.** Used several weekends. Excellent condition. Custom racing rigged. Includes 2 covers; traveling and mooring. Includes 2 hp Johnson motor and stand, Nickels galvanized trailer. \$9,000. Jim Powers (Illinois) Phone: 630-377-5512 [jjpjs@aol.com](mailto:jjpjs@aol.com)

**14680 Allen.** White hull, grey deck, speckled red stripe at non skid. Good condition- repairs underway at Allen Boat Co. New trailing cover. Mast cover. Tacktick Compass, Galvanized trailer. Rigged for racing, stainless board, North sails (Procter). Mast 5 years old. \$11,500.00 Bill Killebrew 615-604-1684

**14635 Nickels,** white hull, grey deck, red deck & chine stripe. Minimum weight with lead still installed. Tick Tack micro compass, hull cover & mast up tent cover. New Nickels trailer fall '02. New Jersey \$9,500 obo Darryl Waskow wk 609-258-3733, hm 609-333-1113, [mailto:waskow@princeton.edu](mailto:mailto:waskow@princeton.edu)

**14568** - \$10,000(US) built 5 years ago using a Mark Patti design with top grade marine mahogany and Gougeon Bros. West Epoxy system. Stainless steel keel, 4 horsepower Yamaha longshaft motor and trailer. Sailed on Georgian Bay only a half dozen times. Ken Hilge, phone: (519) 371-5159 email: [kenhilge@hotmail.com](mailto:kenhilge@hotmail.com) Shallow Lake, Ontario

**14208 Allen.** Blue and white jel coat colors, glossy and shiny. Complete with Allan custom galvanized trailer galvanized wheels and new tires in 2005. RC Matthews 843-795-9536 e-mail [RCMJAM2001@aol.com](mailto:RCMJAM2001@aol.com) Pictures available.

**14126 Nickels.** Ivory hull and deck with blue deck and hull stripe. Excellent condition. North Jib, Main & Spinnaker. Like new. North Fleet racing J-M-S. All go fast controls. Nickels trailer, new tires and bearings. \$7,500. I also have many other pre-owned Lightnings. Call to see what's in my barn. Joe Dissette 989-631-2133 [dissettesail@chartermi.net](mailto:dissettesail@chartermi.net) (MI)

**14202 McLaughlin Hull.** Excellent condition with unique "Stars & Stripes" paint scheme. Great for club racing or for day sailing. Includes heavy duty Tennessee trailer, several covers, a set of sails (m, j, s) and rudder (custom rudder bag included). Dry stored and well maintained: \$5750 obo. Contact Greg, 410-212-6514, [glembo@sbcglobal.net](mailto:glembo@sbcglobal.net) or [greg.lembo@navy.mil](mailto:greg.lembo@navy.mil)

**10444 Lippincott.** 1967. Fiberglass hull, stainless centerboard, oval mast, wood trim, seats, floorboards and rudder. 1 good set of sails, 2 spinnakers and trailer. Have most rigging hardware for inboard jib sheeting and traveler, bridle on main. Cockpit cover. Good club racer. \$1,750.00. Chris Schneider, 419-884-3598, [dakota189@aol.com](mailto:dakota189@aol.com) Located in central Ohio. 5/14/07

**13860 Nickels** - Dark blue hull with white boot stripe and white deck. Four full sets of sails. New mast, standing and running rigging. Trailer in good condition with bearing buddies. \$4,000. Dan Gravatt 858-274-7301 (CA) [daniel.gravatt@intergraph.com](mailto:daniel.gravatt@intergraph.com)

**13110 Allen.** Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 [dissettesail@chartermi.net](mailto:dissettesail@chartermi.net) (MI) I also have many other pre-owned Lightnings. Call to see what's in my barn.

**13101Mueller.** Green hull with white top side. Standing rigging is relatively new, excellent shape. Stainless steel centerboard. Wooden rudder and tiller. Includes trailer, with bearing buddies. Very clean and complete. Located Meredith, NH. \$3300, or \$3600 with 1 y.o. Tack-tick compass. Rick Walters 603-279-0081

**11666 Lippincott,** with green top sides & white deck. Completely reconditioned & race ready with Nickels trailer and extra sails. Boat has an excellent racing record. Asking price \$4000. Available for inspection in Beach Haven, NJ 08008. Contact Franz Schneider. Telephone 856-722-5337; Fax 856-722-1366; 118 Chestnut Street, Moorestown, NJ 08057; [franz@sfmfgnet.com](mailto:franz@sfmfgnet.com)

**10638 Lippincott.** Wimpy-flash. Many extras including sails, covers, trailer. \$4,000 Skip Dieball 419-392-4411 (h) [sdieball@quantumsails.com](mailto:sdieball@quantumsails.com) (OH) 12/12/05

**10494 Lippincott.** White fiberglass hull, white deck, rigged for racing, Harken all around, padded hiking straps, spinnaker pole, aluminum oval mast, anchor with line, all in very good condition. Cockpit recently painted. Mahogany trim in very good condition. Galvanized boat trailer in very good condition. \$1900. Jim Gill 215-723-9662 [gilljig@verizon.net](mailto:gilljig@verizon.net) (PA)

**10309 Clark.** Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) [abquade@biocconnexx.com](mailto:abquade@biocconnexx.com) (NJ)

**14068 - Nickels.** "PUNCH TOO". Consistently among the fastest Lightnings at the Jersey Shore. Winner of the N.J. States and numerous local regattas along with several top 5 finishes in the CADs. Raced competitively last summer and ready to return to the starting line. Comes with North sails, full cover and galvanized trailer- all nearly new. Can be seen in Surf City. Asking \$7,500. 215-757-3415 [GASJ370@Yahoo.com](mailto:GASJ370@Yahoo.com)

**9904 Allen.** Fiberglass hull, aluminum mast, newly re-finished mahogany deck seats and dash, full length cover, solid but uninspected trailer, full suit of sails and rigging in good condition. \$2000 Craig Cassel 7175334301 (w) 7175334301 (h) [cbassel@msn.com](mailto:cbassel@msn.com) (PA)

**9614 Siddons & Sindle.** Light blue fiberglass hull. Seats, centerboard cover and coamings are all teak. New spars and all rigging by Bryant Performance Spars in 2004. New custom cockpit cover, blue with Lightning logo and hull # for on mooring use in 2005. \$2,500. 2004 trailer may also be also available at additional cost. P. A. Simeone 860-536-9818 (w) 860-536-9818 (h) 6/24/06 [scrollpane@yahoo.com](mailto:scrollpane@yahoo.com) (CT)

**9350 Lippincott.** 9350-1965 Fiberglass. Modernized and rebuilt. Blue Deck/White Hull (Interlux) New North Main & Jib (never sailed). Built by Metalmast Marine. New Shrouds in 2002. Trailer & asking Price: \$3,500.00 Contact: Ed Wroblewski (765)987-0365

**8257.** Fiberglass Lightning, gold hull with white deck. \$2000. Includes three sets of sails and a good trailer with large tires. Ready to sail. Located in New Orleans, LA. Contact Casey Grimm @ (504) 650-1804 or by email: [deb-casey@cox.net](mailto:deb-casey@cox.net).

**7216.** Wood lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. 3.5 hp motor available. \$1850 Bill Dever 518 374 8532 (h) [deverwd@localnet.com](mailto:deverwd@localnet.com) (NY)

**6865.** Well maintained classic wooden Lightning. 1958 19' Lippincott. Painted exterior and varnished interior. New aluminum mast. Comes with trailer, main sail, jib, one spinnaker and sail cover. I have photos I can email. \$2500.00 Ron Bouchard 802-238-7529 Shelburne, Vermont (VT) 05482 <mailto:ron@homestead-design.com>

6380. Beautiful, wooden lightning, with protective fiberglass exterior finish. 3 sails, motor and trailer. \$1800 or best offer. Susan Tybur 630-687-0552 (w) 630-687-0552 (h) [horselv2@yahoo.com](mailto:horselv2@yahoo.com) (IL)

**6296.** Well maintained classic wooden Lightning. Stored indoors, comes with trailer, two sets of sails and one spinnaker. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) [kesteron1@verizon.net](mailto:kesteron1@verizon.net) (NY)

**1548.** "Little Joe" Built 1947, has beautiful wood spars, boat is complete but has a cracked hull plank, deck and freeboard were fiberglassed by my predecessor but could easily be removed if someone wanted to return it to original condition; green deck, white hull, gray interior, white seats; includes like new Trailer, and sails. Boat located in Surry (near Ellsworth) Maine; \$2,500 or best offer; call Nick 978-388-0999 (w) 978-388-4646. [mailto:haineslaw@verizon.net](mailto:mailto:haineslaw@verizon.net)

**561 Project boat.** Free to a good home (with old trailer). This "old girl is available" for some handy people to work on and enjoy as I have for the past 25 years. Needs those who will work her back into shape... something I'm giving up on at this time I've done the hard and messy work of tearing out her rotted plywood bottom. She's almost ready for one new frame and a new plywood bottom. Oval black aluminum mast and boom. Les Wyman [leswyman@ameritech.net](mailto:leswyman@ameritech.net) 216 382 5077 Cleveland, Ohio

**322.** Sound hull with cedar planking not glass. 2 sets of sails 1 spinnaker. Rigged to single hand, trailer, kick-up rudder, and a mast stepping rig. Stored inside a dry barn. North Carolina. Asking \$2500. Dave Murray 828-682-9329 [mailto:junendave@verizon.net](mailto:mailto:junendave@verizon.net)

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