

International

Lightning ***Flashes***

September/October, 2011, Volume 71, No. 6

**Regattas
Boat Grant Program
Steketee Trophy Winner
Parker Award**



Wake family wins the 57th Annual Hoosier Regatta with Douglas, age 11, sailing in his first Lightning regatta (ever)!

SAVE THE DATE!

March 10–18, 2012

Deep South
Savannah Yacht Club
March 10–11

Midwinter Championships
Coral Reef Yacht Club
March 12–14

Winter Championship
St Petersburg Yacht Club
March 15–18



NOS and NORs
will be posted on the
ILCA Website

Congratulations to
Katie Bonanni winner of
the 2012 Southern Cir-
cuit Logo Design Contest.
Katie is the winner of a
\$50 APS (Annapolis Per-
formance Sailing) Gift
Certificate. Congratula-
tions to Katie, and, thank
you, APS, for donating the
wonderful prize!



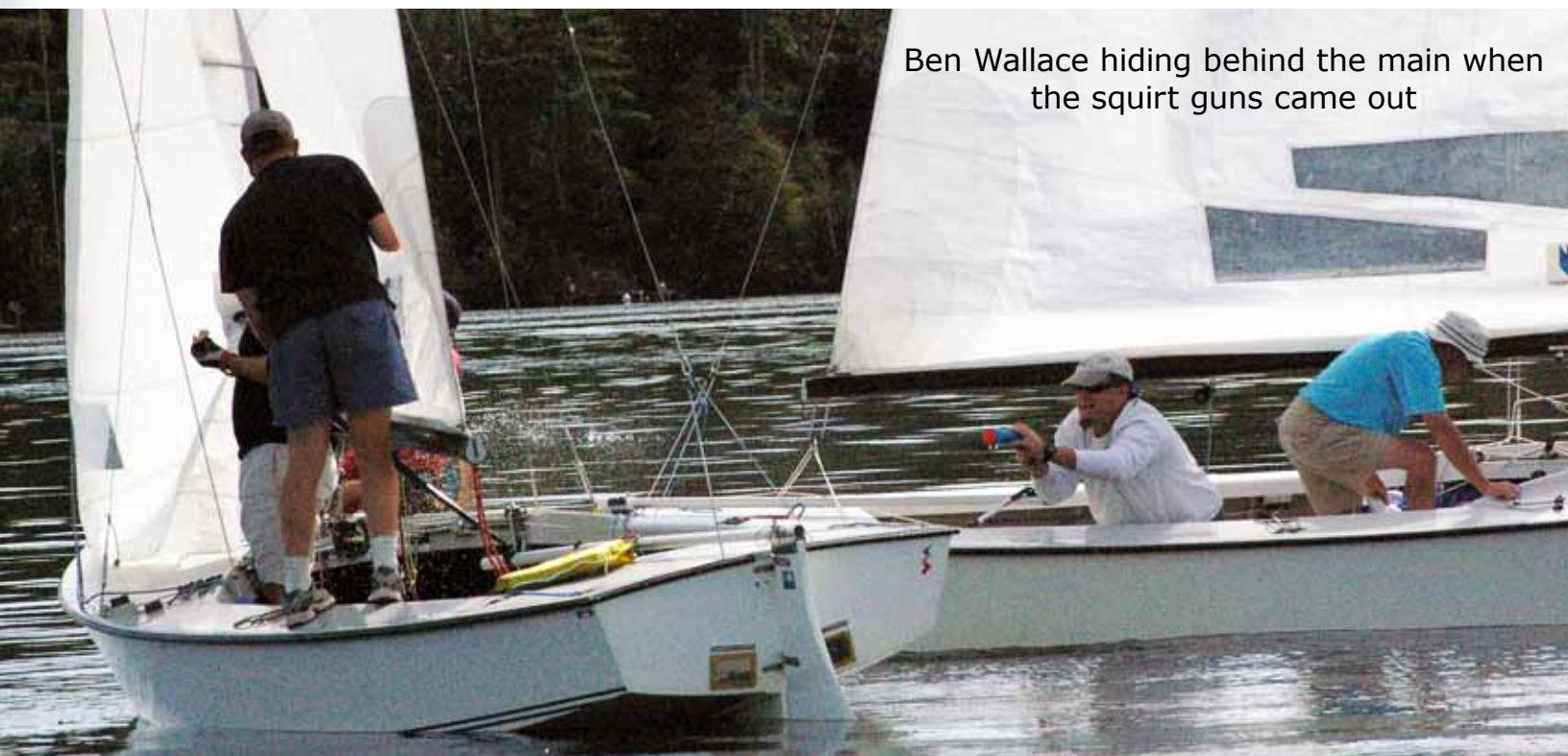
Congratulations to Fleet 50 for an excellent 60th Anniversary Frigid Digit Regatta!

Pictured here are a few Fleet 50 Members:

(Back row) Jamie Brickell, Greg Kelly, Steve Constants, Jonathan Lange, Mark Whitson, Jon Guth
(Front Row) Susie Brickell, Todd Johnson, Laura Johnson, Joe Friebele

Table of Contents

04	President's Column	
05	Official Notices	
15	Bare Bones Regatta	
16	David Thompson Winds His First Lightning Race	
21	Buffalo Canoe Club Boat Grant Team	
23	Lightning Family News	
24	Ed Hinds Memorial Bow Lake Regatta	
26	Lightning Boat Grant Program	
28	Mid Continent Regatta	
31	Parker Apprediation Award	
32	Steketee Trophy Winner	
34	Bruce Goldsmith Memorial Regatta	
36	Red Flannels Regatta	
40	Duck Challenge	
42	Classic Lightning	
45	My First Lightning Regatta (Ever)	
46	57 th Annual Hoosier Regatta	
48	Philadelphia Cup	
51	60 th Annual Frigid Digit	
54	Southwest Circuit	
57	1st Annual Wild Oyster Regatta	
62	Classifieds	



Ben Wallace hiding behind the main when the squirt guns came out



President's Column

Rob Ruhlman

This month's column comes to you from the road, specifically the New Jersey turnpike. Abby and I are heading home from the US Sailing One Design Sailing Symposium at Bay Head Yacht Club.

The Lightning Class was extremely well represented in the panel discussions and break-out sessions. I was fortunate enough to participate in a panel discussion moderated by Greg Fisher regarding what makes great classes great—certainly no shortage of information available regarding this Class!

Nick Turney did a great job with sessions on tuning and sail trim, and we were further represented in other sessions by Jody Lutz, Darryl Waskow, Dave Sprague and Justin Coplan. Laura "Energizer Bunny" Jeffers was very instrumental in the organization of the event and keeping the trains running on schedule! Having never been to one of these events before, I was very impressed with what the two days had to offer to all of us in one-design sailing.

While many of us have put our boats up for the impending winter, as you will see in this issue, the fall regatta season was quite busy and successful. The preparation for next year is well underway, and there are plenty of opportunities for you to get involved!

The Boat Grant Committee is getting ready to begin accepting applications for the 2012 season. The minimum age for applicants has been set at nineteen this year, so give some

thought to those young adults in your club or surrounding area who would be a good fit and ask them to consider applying!

Jo Ann Fisher and Terry Hamilton, this year's Southern Circuit co-chairs, are in full swing getting everything organized for our March extravaganza. We are also accepting letters of nomination for the Karl Smither Award for lifetime contributions to our great Class. Finally, with respect to the Circuit, thank you to all of the active skippers who took a few minutes to complete the Southern Circuit questionnaire that was recently sent out. This will help us examine what, if any, changes might be made to improve the Circuit going forward.

The folks at Houston Yacht Club continue in their preparations for the 2012 North Americans. Please review the proposed amendment for modifying the Qualifying Series scoring and fleet format on a trial basis in 2012. The amendment will be voted on during the winter meetings. Please don't hesitate to share your thoughts with anyone on the Executive Committee of the Governing Board.

Speaking of the Executive Committee, congratulations to Debbie Probst who has once again been elected to the 5th Executive Committee position. By the way, Debbie is anxious to find a better title for her position.

From what has now become the Pennsylvania turnpike, we wish you and yours all the best. Cheers!

OFFICIAL NOTICES

Minutes of the 2011 Governing Board Meeting at the World Championship

July 22, 2011, Iate Clube Armacao dos Buzios, Brazil

Call to Order

The Governing Board Meeting was called to order by President Rob Ruhlman at 6:12 PM

Roll Call was taken and recorded.

Reading of the Minutes – A motion was made by Bill Clausen to dispense with the reading of the minutes; Ryan Ruhlman seconded and unanimously approved.

Reports of Officers

President's Report – Rob Ruhlman

President Rob Ruhlman expressed his thanks to the Governing Board and the Executive Committee for their service and for attending this meeting. He conveyed his gratitude to the Iate Clube Armacao dos Buzios for hosting the South American, International Masters and World Championships. Additional accolades went to John Bennett and his entire crew for organizing these incredible regattas. "Well done!"

Treasurers Report – John Faus

Treasurer Victor Lobos sent his regards and is sorry that he could not be here this evening. John continued to report that total income to date was \$71,655.48, which is up 3% compared to 2010 figures. A few thoughts to point out, North American dues are down about 17%, which should pick up a bit as we get closer to the North American Championships in a few weeks. South American dues are coming in as budgeted, to date \$1,260 in skipper dues and \$590 in crew dues have been received. European dues are up 128% vs. last year's budgeted numbers, mostly due to Finland and their excellent membership participation this season, as they are hosting the European Championships soon and the Youth Worlds in 2012. To date \$2,565 in skipper dues and \$470 in crew dues have been collected.

Class Royalties and merchandise revenue are very good to date. Expenses are less than 2010 figures or are at budget.

Donations to the ILCA Fund are currently down 15.6% compared to this time last year (\$5,134). The Limbaugh Fund is up +23.9%, with \$2,250 coming in to date. The History Fund is up +90% so far with \$1,045 contributed. Donations to the Boat Grant Program are slightly down, -1.9% compared to last year at this time. \$3,103 has been contributed to date. Thank you very much to all of the supporters for helping to further the Lightning Class initiatives.

Chief Measurers Report – Bill Clausen.

Bill began by thanking Nelson Schmitt for organizing the measurement team here in Brazil. They did a great job, and there have been no issues with measurement. Bill also submitted a written report:

I would like to thank all the folks who took part in measurement here at the Worlds and will be doing measurement work at the North Americans. It is a tiresome job and not always pleasant, but we need to try to keep our Lightning Class as one design as possible so we do have to check measurements. I also thank all the sailors who have cooperated in helping and allowing the measures to do their job. As of this writing, we have no measurement issues pending.

Secretary Report– John Faus

Nothing additional to report.

Vice Presidents and Committee Reports

VP Worlds – David Starck

David Starck began by thanking John Bennett for his excellent communication and planning these regattas. He also thanked Tom Starck and Mark Schneider for their assistance in coordinating the shipping of the North American boats.

In 2013, the World Championships will be held in Numana, Italy. Rob Ruhlman explained that it is two hours south of Bologna and about thirty minutes from the Port of Ancona. It is a small, touristy town. Housing will be mostly in small hotels with eight to ten rooms; the hotels are clustered together. He has been in communication with Renzo Bozzi and is confident that it will be beautiful sailing. The shipping containers can stay at the club. There are two hoists and a boom truck at the sailing center. The main club is in a separate downtown location. The sail to the course is 15–20 minutes. The event will most likely be in mid to late June.

VP Youth Worlds – David Starck

In 2012, Finland will host the Youth Worlds. They are very excited to host the event and have developed a promotional flyer to take home with you. Please start organizing and making arrangements for youth teams from your countries to attend this event.

North American Championships – Ian Edwards

Ian Edwards gave a short introduction to the 2012 North American Championships that are going to be held at the Houston Yacht Club. At this moment HYC is hosting the Opti North Americans with 400 boats participating. The Club is getting really excited to host our event next August. We should expect to see a lighter sea breeze in the afternoon at about 8–12 knots. HYC is a marvelous facility, and we are looking forward to a great event. They are working on wonderful charter boat opportunities.

Southern Circuit – Rob Ruhlman

Ruhlman reported that Jo Ann Fisher and Terry Hamilton, both of Charleston, South Carolina, have agreed to be co-chairs of the 2012 Circuit. He continued to report that he asked Past President Bill Faude to form a committee to evaluate the current Southern Circuit structure. We are sure to hear from these committee members in the near future.

Rules and Regulations – Darryl Waskow

Earlier this year the Class updated our Rules to comply with ISAF's changes. We are working on a template for Sailing Instructions to incorporate these new rules. Rob thanked Darryl very much for all of his help with these issues.

International Fleet Development – John Faus

John asked the group for their thoughts on the current initiative. Cristobal Perez reported that for Chile it has made a great impact on Lightning sailing in his country. The subsidizing is working. As the fleets continue to grow, more people are becoming interested in Lightning sailing. Tom Allen commented that he has heard the perception of this program is that it is driving up used boat prices and supply here in the US. Many amongst the group disagreed and, if anything, agreed that if the used boat prices went up it would increase the demand for new boats. Ian Edwards used the example of the J22 Class. The current approved funding is good until 2012. We should review the criteria and the program going forward.

Additional written reports submitted:

VP, ISAF AND Pan Am'S Report – David Sprague, July 20 2011

Pan American Games: October 2011

The Lightning will again be at the 2011 Pan American Games in Neuvo Vallarta, near Puerto Vallarta, in Mid October this year. Again the Class will have seven boats competing in the

Games. I will be attending the games as the Chief Measurer for all the Classes and will also be working with the Class to ensure a fair game. The next Games will be in Toronto in 2015 and the classes have not been picked as of yet. There will be lobbying going on for the next year or so, and I hope that all the Lightning people at the games will work to be part of their country's delegation to the Pan American Sailing Federation meeting during the games to help support the Lightning.

ISAF (International Sailing Federation):

ISAF does not particularly deal with individual classes because it is mainly concerned with Olympic sailing and the Racing Rules of Sailing. Hence, the ISAF has little to do with the ILCA except to continue to find ways to tax the classes and impose "world wide solutions" when classes have found little need for their "Eurocratic" tendencies. This trend has continued for the past few years, while the ISAF has moved away from a governing concept of all sailors and has moved to a very tightly concentrated Member National Authority focus. Recent changes to the ISAF Constitution have taken any Class vote that was previously available on the ISAF Board of Directors and concentrated the Board into a small and non-representative group. This group is elected, not on a representation-by-population basis, but rather one where each country, even if it has only a few sailors at one club, now has the same vote as a country, such as the United States or Great Britain or Brazil or Argentina. Countries that pay a token fee of approximately under \$100 and who have maybe a dozen sailors have the same vote as a country that pays \$18,000 and has hundreds of thousands of sailors. This move and the elimination of the class vote at the Board of Directors will mean that ISAF will continue to ignore legitimate international class needs and focus on the Olympics in the foreseeable future.

I plan to continue to help the Lightning Class and other classes get a fair hearing at ISAF, as I will be attending the ISAF Meetings in Puerto Rico this fall.

VP Special Projects, Southern Development – Clarke Newman

We have had a pretty good year in the area of southern development. We have expanded the Texas District, and we added the Mexico District and added two fleets, 521 (Houston) and 523 (Valle). Ian Edwards and Aroldo de Rienzo are to be commended for getting these Fleets up and running. The boat stock is much newer, with many new boats coming into the Texas District particularly.

Activity in the Southern District has also been relatively strong, primarily at Southern Yacht Club in New Orleans, Louisiana, and at Buccaneer Yacht Club in Mobile, Alabama. Larry Frost and Bob Bernhardt are the engines behind that activity. Our goal is to reactivate the dormant Fleets in the Southern District. More will follow on this issue.

Obviously, getting the 2012 ILCA North American Championships was a big deal for Lightning sailing in the South. Plans are well underway in getting that project going. Ian Edwards and the crew at Houston Yacht Club are doing great work there. We plan to distribute promotional materials at the 2011 NAs. The Texas District will be very much behind this effort.

The Southwestern Circuit continues to show strong participation and went from six to seven events this year. 2010 SWC participation was up 30% from 2009. We have already had events in Mississippi (Spring Fling Regatta), Texas (Texas District Championships), Louisiana (Juby Wynn/Southern District Championships), and Tennessee (Mississippi Valley District Championships). We have three events remaining for 2011—September 24 and 25 at Fairhope Yacht Club in Fairhope, Alabama, October 8 and 9 at Rush Creek Yacht Club in Heath, Texas, and November 12 and 13 at Pensacola, Florida. John Womble is to be commended for his work on the Southwestern Circuit since the beginning.

This past winter, the Texas and the Mexico people sailed several events in Mexico that were detailed in the Flashes earlier in the year. Currently, we are planning a "TEX/MEX" circuit that will begin with the Southwestern Circuit event at Rush Creek counting for this event as well.

This event will be followed by regattas in Valle de Bravo, Mexico, on January 14 and 15, February 4 and 5, and February 25 and 26. That would give us plenty of time to get boats back for the Southern Circuit. The final event of the TX/MEX Circuit would be the 2012 Texas District Championships at HYC. This event will also count towards the 2012 Southwestern Circuit Championships.

An emphasis would be placed on group transport to minimize the costs of getting boats to Valle. The boats would stay in Mexico in January and February. We had such a great time last year that we want to expand the concept and use these events to support the development of Lightning sailing in Mexico in the run up to the 2012 Pan Am Games in Puerto Vallarta.

Boat Grant Report – Debbie Probst

Two grant teams have been sailing quite a bit and in different areas of the country, so we've had good coverage. We will be advertising the program intensively to college sailors this fall in the hopes of getting more applicants. Donations are down a bit, but we haven't made much of a plea for funds and equipment beyond the membership form.

Southeastern District Report – Karen Dial, District Commodore

The Southeastern District is experiencing a dramatic increase, both in numbers and in interest, thanks to the Charleston Fleet. We currently have an average of twelve boats attending our traveling series regattas and have earned eleven slots at the NAs, which we hope to fill at LaSalle this year. The best indicator of the upsurge is that our members are asking for more regattas in our traveling series! We have added the Charleston Fleet invitational October 22–23 this year and hope to add more in 2012.

Unfinished Business

Rob Ruhlman began by stating that we need to re-define our Areas, as described in our Class Rules. The current areas are described as North America, South America and Europe. We now have Lightning activity in Australia, Africa and India. As a Class, we need to incorporate these areas into our Rules. Discussion ensued. Two issues stem from the current wording. One, we need to be able to qualify all countries with active Lightning activity for the World Championships. And two, rotation of the World Championships, how do you consider it? Rob asked Ian Edwards to forward his recommended changes to the Executive Committee.

New Business

Rob Ruhlman announced that we are looking for individuals that might be interested in representing the Lightning Class at the ISAF level in the future. The position takes a lot of travel, and if anyone has any interest, to please talk to one of the Executive Committee members. He also mentioned that David Sprague would be happy to answer any questions about what the position entails.

A motion to close the meeting was made by Bill Clausen and seconded by Ryan Ruhlman. Adjourned at 7:18 PM.

Each year, the St. Petersburg Yacht Club presents the Karl Smither Award to one of the ILCA's shining lights for his or her Corinthian spirit, support of the Lightning and Class mentorship. Past winners include Ann Allen, Jim Carson, George Fisher and last year's honoree, Marilyn Maras. This honor is announced at the Class meeting during the St. Petersburg Winter Championships in March.

Please take a few minutes and nominate one of your Class mentors. This is a wonderful opportunity to recognize them for their efforts. Please drop a note via e-mail or regular mail, including the details of why this person is worthy of everyone's admiration, to the Class Office: office@lightningclass.org. Then have your friends do the same. The deadline is February 15, 2012.

Minutes of the 2011 Annual Meeting at the World Championship

July 26, 2011, Iate Clube Armacao dos Buzios, Brazil

Call to Order

The Governing Board Meeting was called to order by President Rob Ruhlman at 10:37 AM

Roll Call of Fleets – 12, 26, 36, 42, 77, 109, 147, 166, 194, 196, 318, 329, 335, 462, 488, 501, 510, 511, 519, 521, 522

Reading of the Minutes – A motion was made by Bill Clausen to dispense with the reading of the minutes, Ryan Ruhlman seconded and unanimously approved.

Reports of Officers

President's Report – Rob Ruhlman

President Rob Ruhlman expressed his thanks to the Governing Board and the Executive Committee for their service and for attending this meeting. He conveyed his gratitude to the Iate Clube Armacao dos Buzios for hosting the South American, International Masters and World Championships. Additional accolades went to John Bennett and his entire crew for organizing these incredible regattas. "Well done!"

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Chief Measurers Report – Bill Clausen

Bill began by thanking Nelson Schmitt for organizing the measurement team here in Brazil. They did a great job, and there have been no issues with measurement. Thank you to all of you skippers and crew for helping to make the measurement go smoothly.

Secretary Report – John Faus

John reminded everyone to encourage Fleet members back home to support the Class by paying annual Skipper, Associate or Crew dues.

Vice Presidents and Committee Reports

VP Worlds – David Starck

David Starck began by thanking John Bennett for his excellent communication and planning these regattas. He also thanked Tom Starck and Mark Schneider for their assistance in coordinating the shipping of the North American boats.

In 2013, the World Championships will be held in Numana, Italy. Rob Ruhlman explained that it is two hours south of Bologna and about thirty minutes from the Port of Ancona. It is a small, touristy town. Housing will be mostly in small hotels with eight to ten rooms; the hotels are clustered together. He has been in communication with Renzo Bozzi and is confident that it will be beautiful sailing. The shipping containers can stay at the club. There are two hoists and a boom truck at the sailing center. The main club is in a separate downtown location. The sail to the course is 15–20 minutes. The event will most likely be in mid to late June.

VP Youth Worlds - David Starck

In 2012, Finland will host the Youth Worlds. They are very excited to host the event and have developed a promotional flyer to take home with you. Please start organizing and making arrangements for youth teams from your countries to attend this event. The Class has been doing a few fund raising efforts to raise money for Youth World travel expenses. He encourages each country to go back home and start doing similar efforts on your local levels. Please let the Class Office know what we can do to assist you in sending a team or two to the Youth Worlds!

North American Championships - Ruhlman/Edwards

Rob began by announcing that the 2011 North Americans will be hosted by North Cape Yacht Club and they begin next week. North Cape is ready for the regatta, and Laurie Dieball and her team are doing a wonderful job preparing for the event. Ian Edwards continued and gave a short introduction to the 2012 North American Championships that are going to be held at the Houston Yacht Club. The Club is getting really excited to host our event next August. We should expect to see a lighter sea breeze in the afternoon at about 8–12 knots. HYC is a marvelous facility, and we are looking forward to a great event. They are working on wonderful charter boat opportunities.

Southern Circuit - Rob Ruhlman

Ruhlman reported that Jo Ann Fisher and Terry Hamilton both of Charleston, South Carolina, have agreed to be co-chairs of the 2012 Circuit. He continued to report that he asked Past President Bill Faude to form a committee to evaluate the current Southern Circuit structure. We are sure to hear from these committee members in the near future. Discussion ensued. One of the obstacles foreign teams face with participating in the Southern Circuit is moving the boats around from venue to venue. It is difficult, or nearly impossible, to rent a car that will tow a boat. Some solutions suggested were to pair up foreign team with a US team to double deck the two boats to each regatta.

Rules and Regulations - Darryl Waskow

Earlier this year the Class updated our Rules to comply with ISAF's changes. We are working on a template for Sailing Instructions to incorporate these new rules. If anyone has any questions regarding the Class Rules, he would be happy to answer them.

Additional written reports submitted:

VP, ISAF AND Pan Am's Report Submitted by David Sprague, July 20, 2011

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Southeastern District Report – Karen Dial, District Commodore

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Unfinished Business

Re-definition of Area Discussion

Rob Ruhlman began by stating we need to re-define our Areas, as described in our Class Rules. The current areas are described as North America, South America and Europe. We now have Lightning activity in Australia, Africa and India. As a Class, we need to incorporate these areas into our Rules. Discussion ensued. Two issues stem from the current wording. One, we need to be able to qualify all countries with active Lightning activity for the World Championships. And two, rotation of the World Championships, how do you consider it? Rob acknowledged Ian Edwards recommended changes that he sent to the Executive Committee. Clarification was made; we are not looking to take any World Championship slots away from any of the current countries.

International Fleet Development – John Faus

John began by thanking Mark and Cindi Schneider for all of their efforts in helping to coordinate the shipping of the Fleet Development containers. The current approved funding is good until 2012. The Executive Committee will recommend to the ILCA Fund Committee to continue this program. A motion on the floor was made by Ian Edwards and seconded by Mike Barnes to support the Executive Committee's ruling. All were in favor, no opposed.

New Business

Nominating Committee – Steve Davis

Steve Davis presented the proposed slate for 2012. The slate is as follows:

President	Rob Ruhlman
Secretary	John Faus
Treasurer	Victor Lobos
Chief Measurer	Bill Clausen
Assistant Measurer	Joe Buczkowski
Assistant Measurer	R. Neil Hayes
Assistant Measurer	James Carson
Assistant Measurer	Ryan Ruhlman
Assistant Measurer	Glen Reitingner

Assistant Measurer	Nelson Schmitt
Classic Boats	Robert Astrove
ISAF/Pan American Games	David Sprague
Southern Circuit	Vacant
Midwinter Regatta	Carol Ewing
North Americans Liaison	Todd Johnson
Rules and Regulations	Dean Cady
Rules and Regulations	Darryl Waskow
Special Projects	Ian Edwards
Special Projects	Debbie Probst
Special Projects	James Taylor
Special Projects	Todd Wake
Special Projects	Steve Davis
Special Projects	Bill Fastiggi
Special Projects	Brian Hayes
Special Projects	William Faude
Special Projects	Julian Calvin
Special Projects	Clarke Newman
Special Projects	Will Brown
World Championships	David Starck
Youth World Championships	David Starck
Youth World Championships	Lauri Hemming
Brazil	John Bennett
Canada	Richard Walsh
Canada	Valerie Holly
Chile	Victor Lobos
Colombia	Mauricio Valenzuela
Ecuador	Paco Sola
Finland	Antero Punntila
Greece	George Andreadis
Italy	Renzo Bozzi
Switzerland	Vacant

A motion was made by Jonathan Lange and seconded by David Starck to close nominations and approve the slate as presented. Motion passed unanimously.

Laura Jeffers thanked the participants here in Brazil for honoring the life of Olivia Constance by placing a small pink Olivia sticker on their boats. The Constance Family is a big part of the Lightning community in the Dixie District and to show them this much support during this difficult time is heartfelt. It goes to show that the "Lightning Family" goes well beyond your own Lightning Fleet.

Fleets that had not paid their dues were reminded to see Laura Jeffers.

Rob Ruhlman thanked Class Secretary Laura Jeffers for doing a great job.

A motion to close the meeting was made by Philip Lange and seconded by Bill Clausen. Meeting adjourned at 11:30 AM.



We Get Results!

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

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



Boats Made to Your Specifications

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

Allen Boat Company

Call Tom Jr.

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All Four Lightning Training DVDs

Packaged set: \$99.95

Packaged in a special keepsake quad DVD holder

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

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

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

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

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

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

BARE BONES REGATTA 2011

MANSFIELD SAILING CLUB — SEPTEMBER 17-18



James Taylor from Cowan Lake Sailing Association, near Wilmington, with his crew Carl Taylor and George Auer, won the Sixteenth Annual Bare Bones Regatta at Mansfield Sailing Club on Clear Fork Reservoir last weekend. Mike Brock, also from Cowan, with Nate and Bridget Ireland, took second, place and Bill Buckles from Cleveland, with Ed Auer and Jim Stone, were third. Tom Varley, with his crew of Jon Varley and Matt Buchanan, were the highest-placed Mansfield sailors, coming in fourth.

Sunny skies and steady easterly breezes of 10-15 mph were perfect sailing conditions, which produced intense competition between the nine participating Lightning Class sailboats. Six two-lap races were held, four on Saturday afternoon and two on Sunday morning. Jim Taylor took first place in four of the six races.

Boat#	Skipper/Crew	Club	R1	R2	R3	R4	R5	R6	Ttl	Net
15172	James Taylor Carl Taylor George Auer	Cowan	1	2	1	1	3	1	6	1
14925	Mike Brock Nate Ireland Bridget Ireland	Cowan	4	1	4	3	1	2	11	2
15202	Bill Buckles Ed Auer Jim Stone	Edgewater	4	3	4	7	2	3	16	3
14952	Tom Varley Jon Varley Matt Buchanan	Mansfield	3	4	6	2	6	7	21	4
14897	Kurt Andrews Mike Mirarchi Jamey Fisher	Indian Lake	7	7	3	4	4	5	23	5
14421	Sean Dillon Scott Dillon Kay Varley	Mansfield	5	6	8	5	5	4	25	6
14067	Bob Shutt Zach Austin Lisa Meadows	Mansfield	2	5	7	6	7	6	26	7
14433	Dave Samanich Joe Christopher Rob Graebert	Mansfield	9	9	2	DNS	DNS	DNS	40	8
14824	Chris Clarke Matt Barnett Don Barchowski	Mansfield	8	8	9	8	8	8	40	9



DAVID THOMPSON WINS HIS FIRST LIGHTNING RACE IN FANTASTIC, COME FROM BEHIND FASHION!

BILL CABRALL
LIGHTNING FLEET 488

HEARTS POUND AS HE CARRIES A CHUTE ABOVE CLOSE HAULED FOR OVER QUARTER MILE TO KNOCK OFF THE FLEET FROM BELOW THE LAYLINE IN A THRILLING DOWNWIND (?) TOUR DE FORCE!!

THOUSANDS CHEER AMAZING FINISH!!!

Well, actually, if you want the truth, only about fifteen or twenty people cheered. After all, we were half mile off shore, and everyone else in Denver was at the CU-CSU football game.

However, we were cheering and pounding the deck, even though our chances of winning the Governor's Cup for the best overall finish went right out the window as Dave pulled off an amazing race in extremely challenging light air conditions. We just had to cheer, it was so incredible to watch.

Dave's race, Race 1, started out as a light air, windward/leeward in fluky weather. We started on a tight line and dueled up the beat. My team read the shifts well and led with a bearaway set at the weather mark, followed by Team Vargish (all 5 of them), and the Dandy Lions (this weekend they all had identical mustaches to go with their team shirts—now that's dedication!). Dave was fourth at the mark.

Down the run the wind went forward, and we soon found ourselves hard pressed to carry the chute and stay up on the rumblines. A quiet conversation about dousing and going back to the jib started up. Behind us Lucas Armstrong and the Dandy Lions, and Team Vargish in 'Family Affair' (what else could you call a boat with a five-person team, three of which are under age nine,



and one of which is about to be four years old) sagged off to leeward. Dave Thompson headed off a LOT! He was faster, gaining, but going very, very low.

We didn't panic. After all, what goes down must come up, and we would be right there between him and the mark when it happened. We were on a very tight reach, closing in the mark, and had the wind 20 degrees forward of a beam reach. There was no way he could carry the chute any higher than that.

When he doused, we would too, and the race would be ours!

I thought! Turns out I was wrong. Dave put his boat on the wind, kept the chute up, carried it close-hauled or better for two hundred yards in two knots of breeze, and powered right thru the fleet from below without regard for the wind, the course, dirty air from the fleet, the laws of physics, or anything else rational.

He simply smoked us all with superior sailing and his excellent team of twin teenage grandchildren, Kylie and Kai, pulling off a smoothly beautiful take-down/jybe around the leeward mark.

It goes without saying that he gave us no chance to recover on the final beat. Team Thompson and 'Blue Two' owned the lake. He hit the line, the gun went off, and we stood and cheered, pounding the deck to tell the world what Dave and his grandchildren had accomplished.

Round one to Blue Two!

Two closely fought drifters later, it became apparent that the clouds coming slowly off the mountains all day had finally decided where their victims were. As they took aim at the lake, I could hear the RC discussing the situation over the VHF—more than enough reason to own one, by the way. By the time they decided to abandon and tow us in, we had the towline and paddle out and were ready to drop and roll the sails. The entire Lightning fleet was rafted up and ready before the RC boat could cross forty yards to take our line.

Unfortunately, the rest of the dinghy fleet was not prepared or practiced at towing (we almost never do it in Colorado, and I have learned everything I know about it at large Lightning Regattas), and by the time everyone was ready, it was too late to get in unscathed. The storm hit, and we got soaked! In the marina the scene was chaotic, as



Team Vargish



Team Thompson

people were ill prepared to drop the tow and paddle thirty yards to a dock. The wind blew several boats back out of the marina where they needed to be rescued again.

I don't think I will ever take a tow without a paddle ready again, and we are talking about a fleet practice day next spring. Towing is an essential nautical skill. You may not need to know how to do it until it really matters, but once you do need a tow, you often REALLY need a tow!

So there we were, cold, wet, and not a little battered, when the sky began to clear and the RC dropped the postponement flag. It was at this point that we all began to realize who the true star of the regatta really was. As eighty adults struggled to come to grips with getting back into very cold, wet boats and going out again, three-year-old Caroline Vargish (she turned four the next day), came running down the dock half out of an overlarge sou'wester yelling, "Yeaaaaa! We're going sailing! We're going sailing! Yeaaaaa!!" After that, there was only one thing to do—we went sailing again.

Now, if you think we were all shamed into going back out by a three-year old, I have to tell you, ahhhhh, yea, that's pretty much how it happened!

But this is no ordinary kid. Take a look at the attached photo from the next day, Caroline's fourth birthday, and you'll begin to see what I mean. This, Lightning land, is our future personified. This is the 2013 Woman's Rolex Yachtswomen of the year—I give her until she is 16! She has beautiful blond hair and blue eyes, straight from a nordic nautical genetic background and a smile that says she can already call lay-lines better than Ched Proctor. Just wait until she's five, and can spell the word too!

Check out the highly technical nautical attire. Does your foul weather gear come with wings and a magic wand? Mine doesn't either. You can't quite see it in this shot, but everyone there will attest that she was racing in a skirt (don't all proper Lightning ladies do that?) also. Complete with a Dad that's a naval architect making a career out of restoring and re-engineering six-meter yachts, and a mom that can work the foredeck, trim the jib, and orchestrate tactics for three small kids and a weather leg simultaneously, this young lady is the complete package, the real deal, the future of yachting in North America.

Sometime soon, you are going to be coming into a weather mark all prepped for the perfect jibe set, only to hear a high,

sweet, soft, clear four-year-old voice calling your name too, "Hi Bill!" I'm hear to tell you, every parental bone in your body goes boink! when you hear a small child's voice offshore at a weather mark calling your name. There has got to be a rule about that somewhere...

Out on the water for Race 4, we found troubled conditions, and a mixed up race. Set up as a windward leeward once around, we had both upwind and downwind conditions—on all three legs! Half way through it began to become apparent that another line of storms was going to come through sometime that afternoon, sometime soon. We finished upwind on a broad reach, three Lightnings within a boat length of each other, surfing with chutes up (a fantastic, wonderful sight), then turned immediately around and sprinted for home.

We didn't quite make it. The second line of squalls came in, and the fleet had to fight its way back to the club, with the boats kicking and bucking (ride'm cowboy!) in the buffeting breeze. Thrashing into the marina, I realized there had been no time to

line, and that committed us to a painter-less approach.

That was when we discovered all the women of Fleet 488 are nautical perfection. As we approached the dock, Dave Thompson's granddaughter, Kylie, already ashore, spotted our problem, grabbed her twin brother, Kai, and came running back out into the rain and down the dock to grab our bow and make sure we docked safely. Aren't teenagers wonderful! Our docks are galvanized steel, and our bows are fiberglass gel coat, so you can be sure her mom heard all about how grateful I was!

Thank you very much, Kylie, I appreciate it!

By next morning, the front had blown through, the sun had come out, and the fleet was treated to a warm, sunny, calm day. We spent four hours on the water but only managed one light air race, most notable for a long discussion by the RC boats over the radio about the potential of abandoning. Luckily for me, they didn't, and I managed to drift through to a win based on the stellar performance of my excellent team, Raeyane Farrell and Jenii Bernet. With genius's like these two on board, every maneuver was silky smooth, every shift was caught, the laylines were perfectly called, and the spinnaker flown to perfection.

I couldn't see the wings, but I think they buy their foul weather gear the same place Caroline does! They sailed my boat to a fantastic 2,1,1,1,1 series finish and the Lightning fleet first place. Thank you very much, Raeyane and Jenii!

At the trophy presentation, naturally, the entire Colorado sailing community sang happy birthday to Caroline.

And finally, no description of this regatta could be complete without singing the praises of Francine Hoffman, born and raised in New Jersey and crewed for member of the Metedeconk River Yacht Club, home of the 2010 WJMs, Lightning Blue fleet participant in her own right, and this year the heart and soul behind everything Denver Sailing Association accomplishes. In addition to organizing the event, she spent both days on the water taking wonderful event photos.

Photo credit: Francine Hoffman



Caroline Vargish

COLORADO GOVERNORS CUP

DENVER SAILING ASSOCIATION – FLEET 488

SEPTEMBER 17–18, 2011

Pos	Boat	Sail#	Club	HelmName	R1	R2	R3	R4	R5	Ttl	Net
1	Quest	15315	DSA	Bill Cabrall	(2)	1	1	1	1	6	4
2	Dandy Lion	12871	DSA & ILCA	Lucas Armstrong	(4)	2	3	3	2	14	10
3	Family Affair	14041	DSA	Jacob Vargish	3	(4)	2	2	3	14	10
4	Blue Two	15228	DSA	David Thompson	1	3	(4)	4.0 DNS	4	16	12



Champiions: Bill Cabrall, Raeyane Farrell, Jenii Bernet



Runner-ups: Lucas Armstrong – Team Dandy Lions

[Click images above to view Colorado Governor's Cup photo gallery](#)



**The 2011 Buffalo Canoe Club Boat Grant Team was:
Christine Moloney, Kayla Oak and Julianne MacDonald**

Another great sailing season has come to a close! On behalf of Kayla and Julianne, I would like to send a long belated thank you to everyone involved with the BCC Boat Grant program. These past two summers have been nothing short of amazing for my team. We would like to thank everyone who has helped with repairs on the boat, given advice and tactical hints, helped us get our boat on the trailer after racing, and everything that made our experience so great!

Having such great mentoring really helped us improve these past few years. Going from tenth in the Junior North Americans in 2010, to fourth in 2011 was hugely affected by the support we received from all of you. It was wonderful to accomplish our goals and know that everyone at home was just as excited as we were.

Now that the boat is all packed away with the rudder, tiller, spin pole, sails, lines, etc., I would like to make note of the fact that next summer the boat will need a new auto-bail. We looked for temporary fixes this summer, but Brian and Tom Allen said that a new auto-bail was the only permanent solution. I know that whoever is lucky enough to have the boat next summer will have a much easier time if it is replaced.

Again, words cannot describe just how my team and I appreciate being awarded the BCC Lightning grant boat these past two seasons. Our goal was just to sail as often as possible and be well acquainted with Lightnings. Not only did we learn how to properly sail the boats to get every last bit of speed, but also how to take care of them, how to double deck, and loved every minute of it. We owe so much of our success to the support of the BCC and everyone involved with the Boat Grant Program.

Can't wait to see everyone on the water next summer! Thank you so much for all that you do!

Christine Moloney

Editors Note: Fleet 12 at the Buffalo Canoe Club has its own Boat Grant Program and awards a boat each year to an up-and-coming team.

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Lightning Family News

Sylvan "Doc" Newman



"Doc" pictured here with his son Clarke and daughter Deanna

With great regret, the Texas District announces the passing of Sylvan "Doc" Newman.

Doc first joined the Class in 1951 as a member of the Corinthian Sailing Club, Fleet 35. He was the creator of Rush Creek Yacht Club, Fleet 435. He was a District Measurer for over thirty years.

Sylvan owned and raced a Lightning continuously for sixty years. In 1983, he crewed for Stu Anderson to win the first North American Masters' Championship. In 1985, he received the ILCA Distinguished Service Award.

He leaves behind Lightning 13806 and a loving family—his wife of fifty-three years, Barbara, and children, Craig, Donnis, Lightning sailors Deanna and Clarke, Keith, and Tim, and eight Grandchildren. He was eighty-five.

[Read his full obituary](#)
[or leave a message for the family](#)

Just Launched



Grant Daniel Chin arrived September 14, 2011, to proud parents Sarah and Brian Chin.

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ED HINDS MEMORIAL BOW LAKE ONE-DAY LIGHTNING FLASH REGATTA BOW LAKE — SEPTEMBER 17, 2011

The 2011 Bow Lake Ed Hinds Memorial One-Day Lightning Flash regatta is in the books! It was a beautiful day with bright sunshine, pleasant temperatures and very light winds. Three boats from out of town joined three boats from Bow Lake for two very slow but very tightly fought and competitive races. When it was all over, Ken Deyett from Lake Massabesic, sailing with Ali Deyett and Mary Endsley won the regatta for the third year in a row and sixth time overall.

Ken won the first race and was leading in the second race until the last few feet, when sail-maker Bill Fastiggi of Malletts Bay Vermont, sailing with Suzy Coburn and John O'Rourke, went slipping by for the bullet to clinch second place overall.



The T-shirt says it all!

Ned Hinds from Bow Lake, sailing with Karen Hinds and Cam Russell, was just behind in third place. Ben Wallace of Lake Spofford, sailing with brother Tris and son Ian, tied for fourth place with Bob Shapiro of Bow Lake, sailing with John Boynton and Peter Bradley. Ben won the tiebreaker, putting him in fourth and Bob in fifth. Nathaniel Hendrickson of Bow Lake, sailing with Tyler Martel and Beau DeVeau, finished in sixth place.

Thank you to Pam and Werner Daigneault for [photos on the water](#) and for Ian Gershuny for photos of the awards in the Grange.

Thank you to Pam and Werner Daigneault, Marion Hinds and Sandy Boynton for their work on Race Committee, and to Roger Williams and Greg King on crash boat duty. Thanks to every-



Pam



Marion Hinds
Best-dressed Race Committee

one who helped with setup, cleanup and food, and special thanks to Ned who always ends up mopping the Grange Hall floor and taking all the trash home with him.

After the races, it was back to the Grange Hall for the famous Bow Lake Taco Bar dinner and awards. The Martha Comstock award for the person/people who best exemplifies the spirit of sailing on Bow Lake was presented to Jim Murphy and Deb Ames. Trophies were also presented to winners in the summer-long Bob Evans Regatta, including Jim and Deb in the Catamaran class, Peter Bradley in the small boats handicap class, Greg King in the big boats handicap class and Bob Shapiro in the Lightning Class. A trophy was not available, but winning skipper Ken Deyett did note that Marion Hinds won the best dressed award, for the stunning faux fur coat she wore on Race Committee.

Come to the Ed Hinds Memorial next year the third Saturday in September. It's fun!



Ned – If I had just tacked onto port sooner!

Pos	Skipper	Crew	Fleet	Boat#	Boat Name	R1	R2	Ttl
1	Ken Deyett	Mary Endsley Ali Deyett	Massabesic	14396	Run-Around	1	2	3
2	Bill Fastiggi	Suzy Coburn John O'Rourke	Malletts Bay	15381	---	3	1	4
3	Ned Hinds	Karen Hinds Cam Russell	Bow Lake	14296	Naut	2	3	5
4	Ben Wallace	Tris Wallace Ian Wallace	Spofford	14621	---	5	4	9
5	Bob Shapiro	Peter Bradley John Boynton	Bow Lake	15239	Miss Demeanor	4	5	9
6	Nathaniel Hendrickson	Tyler Martel Beau DeVeau	Bow Lake	12687	Stay Puffed	6	6	12



Champions: Ken Deyett, Mary Endsley, Ali Deyett



2nd Place: Bill Fastiggi, Suzy Coburn, John O'Rourke



3rd Place: Ned Hinds, Karen Hinds, Cam Russell



4th Place: Ben Wallace, Tris Wallace, Ian Wallace



5th Place: Bob Shapiro, Peter Bradley, John Boynton



6th Place: Nathaniel Hendrickson, Tyler Martel, Beau DeVeau

LIGHTNING BOAT GRANT PROGRAM

CAROLINE PATTEN



This summer Michael Crann, Tyler Menninger and I were fortunate enough to be a part of the Lightning Boat Grant Program. We travelled with the boat nearly every weekend around the east and up to the Midwest and Canada. The regattas we attended provided us not only with an opportunity to sail in new places but also allowed us to meet and interact with a wide variety of Lightning sailors.

Early in the summer we travelled to the Buffalo Canoe Club for the Canadian Open, where we had great sailing in big waves and breeze on the first day. We were treated to the best breakfast around at the Maloney's and got the full experience of the "one man wonder band," Kevin McCarthy.

We had not initially planned to attend the Great Lakes Championship, but after some encouragement from Dave Stark and some other BCC sailors, we decided to venture to North Cape Yacht Club. We were able to tune up and also were able to take advantage of a clinic run by Skip Dieball.

Although the Great Lakes Regatta was a blast and we learned a lot, the travel was not as fantastic. After a quick dinner stop somewhere outside of Pittsburgh on our way home, we heard something fall out from under the hood of my car. We initially thought it was Michael's phone falling off of the roof (again), but when all of the lights on the dash started flashing and beeping

at Tyler, we had to pull over. We were in the middle of a twenty-mile stretch of construction with the boat in tow and couldn't think of any other Lightning sailors from the regatta who would be headed back along that route. It turned out that the radiator fan broke off and took out a whole bunch of other essential parts along with it. On top of that, Michael really wanted to experience what the side of Route 76 had to offer for bathrooms. It is a good thing he always carries a travel size Charmin!

We were very fortunate that Tyler's mom was willing and able to make the trip to come rescue us and the boat. In the meantime, we waited in a little town in Pennsylvania that looked like it could be the site of a horror movie. The tow truck drivers were interesting characters, and they hung out with us and even bought us Faygo sodas. Although the regatta was light breeze, at this point I was very happy with the decision to sail with two tough and muscular guys.

Our Central Atlantic District regatta, results wise, proved to be a bit of a challenge. We started off the first race of the regatta missing the time limit at the finish line by a half a boat length. Even though the conditions were tough, it was still great to be sailing back at home on Barnegat Bay. At Districts, we were able to sail against our mentor, Jarrett Lynn, who al-

ways made himself available whenever we faced a dilemma. Metedeconk's pool party was a ton of fun, and we enjoyed watching Tyler back flop off of the diving board.

Our next event brought us to Malletts Bay for the Atlantic Coasts. Lake Champlain was a really cool venue that none of us had experienced before. It was also nice to be able to sail against new faces. We felt we were able to get a better handle on how our boat speed compared to other boats and learned where we needed to adjust our settings for lighter breeze. We were also able to test our balance, combining both "Kika Juice" and a "slack line" someone had set up.

The North Americans was our big event for the summer, as we felt that everything we had learned would be tested there. We barely squeaked by into the Championship fleet, but with a few races in big breeze, we were feeling confident in our ability to keep up with the top boats. Unfortunately, the breeze did not stay the entire regatta, but we used that time to get to know some other sailors in the fleet.

I was able to spend some time talking with past Boat Grant recipients and was happy to hear about the sailing opportunities Bob King and Justin Coplan have had since. I was also fortunate to get on Justin's boat to sail in the New Jersey States immediately following NAs and was able to learn more about what goes on in the front of the boat.

We still had the Frigid Digit to sail in Annapolis but were sad that our time with the Grant has come to an end. The program really helped open doors to the Lightning Class and made it possible for us to travel to so many events over this season. Everyone involved in running the program was super helpful and the Grant did a great job selling me on the Class.

I will be around the Lightning scene for a long time and would encourage any young person who is passionate about sailing to give the Lightning a try.

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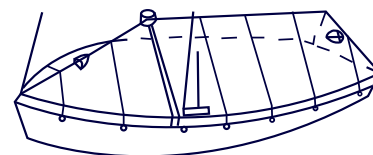
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CARLYLE SAILING ASSOCIATION

SEPTEMBER 17-18, 2011

FAMILY TEAMS HELP RAISE MONEY FOR LEUKEMIA RESEARCH



Rick Bernstein PRO and sportsmanship winner

The Mid Continent was a strange event this year, as we moved away from the traditional end of April due to the Easter holiday. When the great Midwestern flood occurred in late April, it washed out two months of our sailing season. We then decided to share a date with all of Carlyle Sailing Association's annual regattas: the Leukemia Cup, Flying Scot "Egyptian Cup" and Y Flyer "Beer and Boats" regattas, which all moved to the same weekend. This caused a lot of friendly elbowing at the beer trailer.

An intense group of Lightning competitors were vying to win the Augie Paoli Memorial Trophy, including four-time Mid Continent champion Team Wake from Sheboygan, three-time champ Team Moriarty from two parking spots down, and longtime friend Doug Steffenson, with teammates Brandon and Jonas from Chicago, plus the usual suspects from Carlyle Sailing Association.

"Advanced Training" describes the approach of Team Yeti for the entire 2011 season, with rising Lightning ace Ian Moriarty and the quick study Patrick Burrridge on board. The chance to sail with my son

and friend Ian placed me in the role of "player/coach/ATM/fossil," which has been a great learning experience for me. I am really impressed with their development of skills, attitude and drive.

This regatta also made it obvious that Ian Schillebeeckx is a top Lightning skipper after many years of seasoning and learning from professionals, his dad, peers, mentors and brothers. With all of this obvious stuff, I was probably a little over anxious. In hindsight, tamping down my natural intensity was a challenge, while putting up with it definitely was a challenge for the rest of the team.

Besides these great teams, there was another dynamic at work—the competition was also stacked with family teams that all are close friends. Competing against and fraternizing with the Wakes, Moriartys, Schillebeeckxs, Burkes and the Bernstein boys, Rick, Kyle and Jacob running the RC, made this event truly special.

The racing analysis? We do not need analysis! Before the first start we did our usual strategy session. This regatta was supposed to be all about raising the level of our game and being more analytical, not sailing by the seat of our pants.

Patrick was brow beaten into reading my old school round, red, liquid-filled thingy up front, which we never use, and write compass headings all over the boat with a pencil. The prospect of nautical graffiti was novel, as we'd spent hours with me making sure the hull and foils were as near to perfect as fourteen-year-old equipment can be. The irony was not lost on him, as his look clearly said, "Dad, so the part you can't see is perfect, but the part everyone else sees is like the inside of an old school bus?" Yup, that's right.

After a long postponement, we finally got onto the water, and the first ten minutes of head to winds, tack headings, etc. revealed a pattern of immediate twenty-degree right shifts in every puff, slowly moving back left to the base breeze every 3–5 minutes. The fact that it was also clearly visible on the water made the previous “analytical pep talk” a total waste of time. The only analysis we’d need was on a shrink’s couch if we screwed this up. We needed to be “masters of the obvious,” as Betsy Allison once described it.

The winds were 8–12 mph, and teams Wake and Moriarty led at the first windward mark. The Wakes and Yeti gybed to port immediately and played the left of the run, which had a touch more pressure, it seemed in hindsight. We were thrown a fun curve ball by sailing WL courses and starting first on our course of the multi-class regatta this had become. This led to the situation where the rhumb line run, during a hard right shift, would place you in a position to bisect the starting line, most probably during the final minute of a starting sequence for 470s, Comets and/or E-scows all moving at different speeds and angles (Murphy’s hydraulic law). This was per-versely entertaining as we snuck through a hole in the picket fence just outside of the starting line at the comedy boat end.

On the entry to this curious navigation maneuver, I ate a snack and banged the deck with the tiller extension to alert to those who may have been asleep at the helm in the other boats. What do you know? A meal and a show. Due to these conditions, no lead was ever safe, and no competitor was ever out of it until the finish line. Race 1 was Yeti first, Ian Schillebeeckx, sailing with his elder brother Titu and his mother, Roselyn, second, having sailed through the peloton by catching a private shaft of puff/ lift on the final beat, and Terry Burke sailing with his son Bryan and Joe Quick third. The Moriartys and Wakes followed just behind and overlapping in fourth and fifth place.

Race 2 — The breeze is very unstable. After a prolonged wait to allow the other classes to finish, we noticed that the puffs were no long fanning out on the water but were moving in long, narrow columns downwind but still with the hard right shift. This must have been Ian Schillebeeckx’s invisible conveyor belt in the first race. I got a bit amused about the mental image of sailing through a horizontal tornado, although with only ten mph of breeze, and suddenly found us poorly positioned in the pre-start and had to do some quick scrambling to find a slot on the line. The Wakes proved they could gybe set much better than anyone else, with Nick Beckman crewing, and they led the first WL.

Later in the race, one of the rolling skipping puffs on the left of the second beat allowed us to pass into the lead, as we were on the lucky side of a big swirl. Somehow we shimmied our way downwind a bit faster and hung on to win, with Team Moriarty second, Wakes third and Ian Schillebeeckx fourth.

With the long delay in the morning, we would only get in two races, and Yeti led with two points. Teams Schillebeeckx and Moriarty tied for second with six points, and Teams Wake and Burke tied for fourth with eight points. The next day promised to be exciting with tight standings, an earlier start time and one of those “orange & red on the Doppler radar” Midwestern frontal passages forecasted.

Saturday night was supremely entertaining with a beer trailer, Mt. Gay Rum party, a silent auction and buffet dinner planned as a Leukemia and Lymphoma fund raiser. As a result, the four host yacht clubs on Carlyle Lake, with 135 boats participating in multiple fleets, raised over \$40,000 this year for this worthy cause. Multiple nocturnal shenanigans were reported, but none were confirmed, as the designated drivers were working overtime, and no one met the sheriff or a worse fate.

The hope was to get three races in on Sunday, but the weather forecast and complications of four fleets sharing the one-design course made it look like two would be the limit.

Series Race 3 — Damn, those Wakes are fast and smart—a drag race without many features from our point of view. They were faster upwind by a half a step per parsec, and we were the same margin faster downwind but could not get by despite being as deep and heeled as I can ever remember sailing to project a wind shadow. We followed the Wakes to the finish and then watched as Ian Schillebeeckx and Dan Moriarty were neck and neck coming to the line. Ian took third in this race, which broke his tie for third overall and put him in a tie with the Wakes for second.

A fourth race was started, but the sky turned purple and lightning flashes were seen in the distance, causing the race to be abandoned and a mad dash to the harbor before the fireworks began. Frantically rolling sails before the squall line hit was also entertaining—it was just that type of weekend.

The top five teams all had at least two family members on board and made for a tremendously fun regatta and productive fund raiser.

Next year we will be debating if the Mid Continent should return to a late April date or shift to the Memorial Day Leukemia Cup regatta date. Either way, make plans to join us and check the ILCA calendar.

Matt Burridge 14834 – Yeti

Pos	Sail#	Skipper/Crew	R1	R2	R3	Ttl
1	14834	Matt & Patrick Burridge, Ian Moriarty	1	1	2	4
2	15390	Todd Wake, Kristine Wake, Nick Beckman	5	3	1	9
3	14901	Ian, Roselyn & Titu Schillebeeckx	2	4	3	9
4	15364	Dan, Tobi & Alina Moriarty	4	2	4	10
5	14766	Terry & Bryan Burke, Joe Quick	3	5	5	13
6	14614	John Folwell, Howard Harris, Kevin Budd	7	6	7	20
7	14015	Doug Seffenson, Bradon Holion, Jonas Anderson	6	7	8	21
8	14705	Mike Reed, Keith Vidal, Linda Faterling	8	8	6	22
9	12707	Keith, Andrew & James Pace	9	9	DNC	30
10	12541	Art Graves, Mike Steinhou, Matt Moliton	10	10	DNC	32
11	14798	Rick, Kyle & Jacob Bernstein	DNC	DNC	DNC	36



Champions: Team Yeti
Matt and Patrick Burridge, Ian Moriarty



Runner-ups: Todd and Kristine Wake
(Nick Beckman crewed on the team)

Parker Appreciation Award



John Parker received a Certificate of Appreciation from the International Lightning Class Association in September for his many years of dedication to the Lightning Class. The certificate was presented to him by Bill Clausen, Class Chief Measurer and his long-time friend.

John started sailing Lightnings fifty years ago at the age of twelve, sailing with his aunt and uncle, Peaches and George Glenn, out of Fleet 99 located at 10th Street, Ocean City. He taught sailing as a teenager at the Lejeune Hobby Haven sailing school. In 1971, Fleet 99 moved to the Ocean City Yacht Club and became Fleet 430. After buying his first boat, 10775, as a newlywed in 1972, John has crewed or campaigned his own boat ever since, sailing at OCYC, Monmouth BC, Southern Circuit,

Gamma Series, among many other regattas. He and his wife Eleanor even settled in Ocean City in 1976 because he would rather "commute to work in Philadelphia than commute to sail! He has been a mainstay of Fleet 430 through the years, both lean and strong, and has been instrumental, along with Gidge Glenn, in the resurgence of Fleet 430 to thirteen boats.

He continued to share his love of the Lightning sailing with his own children, Lisa and Ryan, and is now encouraging other children by volunteering to teach sailing on his and the club's Lightning at OCYC. He also volunteers as the President of the Ocean City Sailing Foundation which offers weekly sailing lessons to children and adults in the summer in Ocean City.

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Supplied hardware	A trip to the hardware store



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FLEET 429 – 2011 STEKETEE TROPHY WINNER



In October of 2010, Lightning Fleet 429 in Charleston, South Carolina, had three boats. Under the leadership of Fleet Captain Leonard "Lenny" Krawcheck and Co-Captain Chris Hamilton the Fleet has grown to seventeen boats strong in less than twelve months. In what some might call a "snowball effect," the Fleet kept growing by two to three boats a month.

If you talk to any Fleet member, they will contribute the success to the strength of the entire Fleet, "It was a team effort..." explains Krawcheck. Reggie Fairchild created a wonderful website and active Facebook page to keep the Fleet organized and promote the fleet growth and activities. Mark Marenakos sought out and identified good used boats and matched them with potential Fleet members. Greg Fisher and his wife Jo Ann, new to Charleston but not the Class, helped out with hosting Fleet clinics to help the Fleet go faster. Will Tyner, a young member of the Fleet, was part of the Lightning Class' Boat Grant Program. With the boat he had been given to use for the summer, he actively exposed junior sailors to the boat and the Fleet. Hamilton and his wife Terry, new Class members, dove right in and traveled all around the country sailing their Lightning and promoting the Charleston Fleet.

Bill Sloger and John Cameron, long-time Fleet members, were joined by new or re-



turning members Batton Kennon and Patrick Hogan. Old-time Lightning sailor, George Scarborough, rejoined the Class after twenty-five years of sailing other boats!

In Charleston Harbor the Lightning Fleet was one of the largest in the popular James Island and Carolina Yacht Club Regattas. The Carolina Yacht Club helped in promoting the Fleet with its facilities, Race Committee and overall support.

Fleet 429 is a member of the Southeastern Lightning District. This Fleet has acted as a spark plug in the District. As a result of their success, the Wilmington, Augusta and Colombia Fleets are also experiencing new enthusiasm. As Lenny's Dad use to say, "Nothing succeeds like success, and when you have it, hang on and enjoy the ride." The sailors in Charleston Fleet 429 are doing just that.

This Fall Fleet 429 hosted the 1st Annual Wild Oyster Regatta. Thirty-seven boats traveled to Charleston from as far away as New York, Connecticut and Florida to support and reward Fleet 429's success. This was one of the largest regattas in the Southeastern Lightning District in years. It is a great addition to the annual fall regatta circuit!

The team effort put forth by Fleet 429 is extraordinary and, therefore is awarded, the Neal Steketee Trophy for 2011!



What is the Neal Steketee Trophy?

The Neal Steketee Permanent Trophy is awarded at the North American Championships to the North American Fleet who has been outstanding in furthering the purpose of the ILCA in promoting and developing racing in Lightnings.

This includes such things as:

- maintaining entire fleet membership in good standing with ILCA;
- enticing new people in the sport;
- publishing the most interesting and best newsletter;
- conducting an outstandingly fine Regatta;
- insuring high activity in racing in its fleet;
- providing a top notch Junior sailing program;
- placing a high percentage of its Fleet in the Top Flight District and/or North American Championship, etc.

The trophy will be placed in contention annually for one or a combination of the above or similar accomplishments, as determined and announced by the Executive Committee or a panel of judges appointed by the Executive Committee.

The trophy is held by the Fleet until the next North Americans but is to remain the property of the ILCA.



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BRUCE GOLDSMITH MEMORIAL REGATTA

DEVILS LAKE YACHT CLUB, FLEET #31

SEPTEMBER 17-18, 2011

Seventeen Lightnings and twenty-four Sunfish came to Devils Lake to participate in the fourth annual Bruce Goldsmith Memorial Regatta. Five races under partly cloudy skies in 8-15 knot shifty easterly winds were completed. George Sipel and crew, Chris Snyder and Steve King, from North Cape Yacht Club, despite feeling the effects of George's Saturday night birthday celebration (closer to 50 than 30), managed to hang on and win the regatta for the third straight year. Second was Team Dieball, Ernie, Skip, Laurie & Meghan, also from North Cape. John McCree from Bay City Yacht Club and crew Rachel and Gus Dey were third. In the Sunfish Dan Norton was 1st, Dick Tillman 2nd and Josh Kerst 3rd.

Competition was tight for the special "Brunisms" awards. Team Morin from Crescent Sail Yacht Club won the "Better to be Bad and Colorful than Dull and Mediocre" award for hitting the weather mark, doing a 360, setting the spinnaker then going on the wrong side of the offset mark in the last race. Sunfish sailor Jim Richter won the "Good Enough for Who It's For" award for his wrong side of the mark "finish," also in the last race. Chris Princing sailed away with the Lightning midfleet award.

There were many Bruce stories along with Bruce drink specials. The Bruin would have been proud. Plans are already being made for next year's regatta. Weather will be guaranteed. See you there.

Dave Laidlaw, Regatta Chair

Pos	Sail#	Name	Club	Crew
1	14249	George Sipel	North Cape	Chris Snyder, Steve King
2	5	Dieball	North Cape	Laurie Dieball, Meghan Dieball
3	15430	John McCree	Bay City	Rachel Dey, Gus Dey
4	15208	SjordJan Vanderhorst	Sanduskey SC	Glen Hummel, Jack Vanderhorst
5	14830	Dave Laidlaw	Devils Lake	Irma David, Kevin Laidlaw
6	15313	Matthew Morin	Crescent	Michael Morin, Kevin Morin
7	14774	Tom Vickers	Crescent	Lindsay Vickers, Jim Thompson
8	14260	Jody Kjoller	Toledo Ice YC	Jason Wells, Brittany Hord
9	15300	Chris Princing	Bay City	Jennifer Princing, Deborah David
10	13468	Michael Garza	Pontiac	Arthur Rose, Michael Garza
11	14933	David Lyons	Bay City	Frank Lyons, Jacob Lyons
12	10638	Doug Tagsold	Devils Lake	Steve Cantrell, John Morse
13	13488	Brian Walter	Crescent	Mike Williams, Noah Walter
14	14818	Craig Gabel	Devils Lake	Nathan Gabel, Michelle Ott
15	14649	Bill Rogge	Devils Lake	Mark Rogge, Ryan Mabie
16	4830	Tom Love	Devils Lake	Paul Jesuale, Jon Cousino
17	13959	Jeff Clemes	Devils Lake	Keller Smith, Lisa Thomas



R1	R2	R3	R4	R5	Total
1	2	1	4	3	11
6	5	2	2	1	16
5	4	5	1	2	17
3	1	4	3	6	17
4	10	3	6	8	31
2	11	6	7	11	37
7	3	9	5	13	37
13	7	8	8	5	41
9	6	11	14	7	47
10	8	10	9	12	49
15	9	7	15	10	56
8	13	12	11	14	58
12	12	14	13	9	60
17	17	17	10	4	65
11	14	16	16	16	73
13	15	13	17	17	75
17	17	17	12	15	78

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- Good race management — ✓
- No entry fee — ✓
- Free beer after sailing — ✓
- Oh, you had to buy dinners from our galley, great food dinner specials \$10 — ✓
- Birthday party 70's theme, open bar, disc jockey, it was crazy — ✓ ✓

Oh, it's in Chicago, right, an expensive place to go to a regatta, right—NO!

A regatta is only as successful as the effort that is put into it by the volunteers. That effort is, as it has been in the past, provided by our Rhodes 19 Fleet who helped our PRO in residence Bruce Thompson run six great races to complete the regatta in difficult conditions.

Bruce again ran excellent racing with little idle time between races. Saturday morning we went out only to sail back in, as thunderstorms and water spouts skirted the area. Then back on the water for three races in the afternoon.

This year we had a smaller than usual turnout of twelve very competitive teams, with boats travelling from as far Thunder Bay, Detroit, Indianapolis, Green Bay and transplants from Iowa. This year even attracted past Lightning Fleet 5 member, Karen Johnson, who persuaded Paul Wurtzback to sail this year.

Conditions on Saturday were 5–8 knots out of the NNE, with plenty of bumps to put a premium on keeping the boat moving and really paying attention to shifts and pressure. Top three finishes were shared by five of the top six boats without anyone dominating the day. At the end of the day, Team Stix was in first, Team Walsh was in second and Team family Orlebeke was third.

Sunday exceeded the forecast, with everyone expecting light to moderate breeze out of the southeast and flatter water than Saturday. As soon as we got out of the harbor, the only part of the forecast that was correct was the direction—sort of. The breeze was building and was bringing in seas that again made for challenging conditions. The first race started in an 18–20 knot breeze that dropped to around 15 in the second race of the day. Race 6 saw the

— IN THE RUNNING FOR WITHOUT SPENDING A LOT OF MONEY”



breeze drop to 10 knots but didn't do anything to flatten the seas. Team Stix managed to stay in the lead and won after six races, with Team Faude moving up in the standing, followed by Team Walsh.

As if the sailing, dinner and cocktails after sailing weren't enough for our out of town



guests, the epic birthday party that commenced Saturday evening will continue to spread rumors and continue the Flannels' reputation as a not-to-miss fall regatta. See you here next year, last weekend in September, 2012.

David Stix



Champions: David Stix, Todd Wake, Amy Simpson



2nd Place: Bill Faude, Jared Drake, Mary Corkell



3rd Place: Richard Walsh, Peter Hansin, Terry Carro



4th Place: Peter, Kim, Cole Orlebeke—All Family



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2011 Southern Circuit

Savannah

1,2,3,4,5,6,7,8,9

Miami

1,2,3,4,5,6,7,8,9,10

St. Pete

1,2,3,4,5,7,8,9,10

Circuit Overall

1,2,3,4,5,6,7,9,10



One Design

RED FLANNELS

CORINTHIAN YACHT CLUB — FLEET 5

SEPTEMBER 24–25, 2011

Pos	Sail	Skipper	Crew	R1	R2	R3	R4	R5	R6	Ttl
1	14938	David Stix	Todd Wake Amy Simonsen	1	3	3	(4)	1	2	10
2	15260	Bill Faude	Jared Drake Mary Corkell	5	2	(6)	1	2	1	11
3	15064	Richard Walsh	Peter Hansin Terry Carro	2	1	(8)	3	3	3	12
4	15158	Pete Orlebeke	Kim Orlebeke Cole Orlebeke	3	(7)	1	5	5	5	19
5	15332	Paul Wurtzebach	Karen Johnson Andy Camarda	8	5	7	2	4	(9)	26
6	15213	Jeff Schmahl	David Schmahl Kiersa Brenner	7	4	2	7	6	(8)	26
7	14778	Mike Tennity	Nick Conner Shanna Conner	4	(10)	5	10	8	4	31
8	15167	William Gibson	Steve Jenkins Jim Eckert	6	6	9	6	(10)	7	34
9	15313	Trey Rose	Mike Garza Jim Thompson	(9)	9	4	8	9	6	36
10	15137	Steve Adamski	Laurie Rienen Doug Olson	(10)	8	10	9	7	10	44
11	13657	Mike Frachescini	Noah Luke	(11)	11	11	11	11	11	55
12	11456	Brandon Holton	Jonas Andersson Jerry Holton, Jr.	(12)	12	12	12	12	12	60

Click on images above to view the Red Flannels photo gallery

DUCK HAVRE DE GRACE YACHT CLUB

It's Monday the 22nd. Fatigue has set in from the weekend, but it's a good fatigue. Another Duck Challenge regatta is complete. Once again we had winds, which people doubt occurs in August on the Chesapeake. True, it's never guaranteed, but once again there were enough varied wind speeds and directions to challenge the sixteen boats which came together for competition and merriment.

The seeds of this regatta began after our small Feet 192 completed hosting the Dixie Districts in June. Two regattas for a fledgling fleet seems a tall order, but once again people stepped up to the plate to work to make it a fun time. With stalwarts like the Marley's volunteering to run the RC and newcomers Pat and Bill Johnson collaborating on food, decorations and raffle items, and Fleet Captain Tom Compton grilling, running mark boat and providing supplemental beer things were well under control!

Now to the racing. Well, Saturday dawned with fog and no wind, but by the time the competitors' meeting was completed, there was a pleasant light breeze to meet the fleet for its first race. For the fickle wind Gods, this was just a tease, as the wind began to die as the fleet was traversing the course. While one race made a regatta and this

organizer was satisfied at that, we wanted more. So, we waited and baked, and waited and baked. Some swam, some sprayed water at each other. Others chatted, while the Race Committee listened to music in the shade (curses to them).

An eternity passed, then lo and behold, a sea breeze filled in from the south, and we had movement! Like a thirsty desert dweller to water, we lapped up the wind and sailed three more races in ever-strengthening wind. As things would shake out, Jon Guth from Annapolis would dominate the day's racing, with or without the expected throw out, by virtue of having earned three firsts out of the day's four races! My boat was in second, having progressively eliminated errors, but I'm sure I shared the sentiment that Jon had a hot hand and would be hard to overcome Sunday.

Before Sunday's challenge, the first hurdle facing the visitors on Saturday night was to avoid overindulging on the steak, salmon and beer. Having run out of some, if not all, the group turned its attention to a raffle, which earned some support for both the Junior Worlds team, as well as our young local fleet. Amazingly, one boat gathered all the booty from the raffle (probabilities be damned for Bates & Co.).

Pos	Sail#	Boat	Skipper
1	14548	Painkiller	Jon Guth/Jonathan Lange//Mike Constants
2	15024	Lube Tube	Trevor Prior/Danielle Prior/Matt Jay
3	15131		Patrick Phelan/Jason Phelan/Barb Hill
4	15142	Shadowfax	Nabeel Alsalam/Lisbet Kugler/Aaron Boesnecker
5	15055	Enigma	Hugh Hutchison/Cecile Steinriede/Gary Swangler
6	15083	Killer Biscuits	Jason Werner/Sharon Slieker-Jay/Jenn Millar
7	15135		Mark Sanford/Jen Adams/Heather Heinrich
8	14485	Deux Poissons et un Chat	Ron Buchanan/Jeff Ullman/Aubrey Wardwell
9	15093	Hers	Joan Hurban/Gary Hurban/Tyler Braun
10	14699	Toodle-oo	Allan Crew/John Mangen/Kent Steinriede
11	14484		Mike Mays/Mike Rabbetts/Mary Cairns
12	14525	Spitfire	John Bates/Hans & Michelle Roadenhauser
13	15118	Yellow Boat	Star Mikell III/Maggie Lee/Gary Hoffer
14	13989	Forty Two	Mike Maygar/Amber Maygar/Rob Pheris
15	13939	Rolling Thunder	Bill Johnson Jr./Bill Johnson III/Scott Davidson
16	15363	Sundancer	Greg Kelly/Bonnie Kelly/Bruce Heida

CHALLENGE

FLEET 192 — AUGUST 20–21, 2011

The winning boat, of the raffle that is, proved to be a generous lot and shared one prize—a large glass vessel full of rum. Needless to say, there were several soundly sleeping sailors this night! The revelers proved once again that, like a child with few toys, it only takes imagination to entertain oneself.

Sunday dawned with rain, dark clouds and a ominous noise with threads of white fear for sailors. Nevertheless, we gathered for an attempt to challenge probabilities again and crack the lead of Jon Guth and crew. There were several competitors within reach of the challenge whose boats bore the name of Enigma, Lube Tube, Shadowfax and Killer Biscuits, not to mention the nameless boats. After a short delay we headed out with white-caps and hope for an exciting day of sailing.

The first race saw the door open a little when the Guth/Constants/Lange team “struggled” to obtain a fourth. With the wind getting lighter and the specter of two more races to be contested, a raffle on the water seemed to be shaping up. Who would bet on one side of the course or the other to obtain the ultimate prize? Not to be outraced in their home waters, several local boats (Mays, Johnson)

showed they had game and provided some early leadership around the course.

Although the courses were rather short in the stiffer breeze, which put a premium on starts, speed, and mark rounding, they seemed agonizing when the wind was dying, as was the case for the second and what turned out to be the last race. With that backdrop, the leaders found themselves in the back, while the Prior/Prior/Jay boat sailed consistently towards the front despite the wind challenges. Also charging ahead in the mix was two-time former Duck winner Alsalam, Kugler and Boesnecker who would end the day with a second and first on their ledger.

Not to be undone, and true to it’s boat name of Painkiller, the Guth boat steadily extinguished their pain while inflicting it on the rest and slowly crawled back from mid fleet to finish the last race in fifth, good enough to secure the first place Duck decoy trophy for the first time. The next four finishers could only take consolation that they were able to produce respectable results in the changing and challenging conditions of this rendition of the Duck Challenge.

See you next year !

Jon Guth

R1	R2	R3	R4	R5	R6	Total
1	1	1	[8]	4	5	12
3	3	[7]	4	3	2	15
[8]	4	2	1	5	4	16
4	[9]	9	3	2	1	19
7	2	5	2	[8]	3	19
5	7	4	[13]	1	8	25
2	6	6	5	[14]	6	25
10	8	3	6	7	[17/DNF]	34
15	5	10	10	6	[17/DNF]	46
9	10	8	9	[17/DNC]	17/DNS	53
13	13	[16]	11	9	9	55
6	12	12	14	12	[17/DNF]	56
14	14	11	7	11	[17/DNF]	57
12	[15]	15	12	13	7	59
11	11	14	16	15	[17/DNF]	67
16	16	13	15	10	[17/DNF]	70



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

Plug in the Bay

Joel Thurtell



I thought I had everything I'd need for the job — a one-hundred-foot tow rope, lines for tying the boat to docks, my tool box and one of those compartmentalized plastic tackle boxes that loads from two sides. Long ago,

so long ago that I've forgotten most of what I loaded into it, I stuffed in every sailboat part I thought I might ever need on a Canadian island far away from a West Marine store. I've got turnbuckles because once I lost a couple turnbuckles and couldn't find replacements, turning blocks of various descriptions, cleats, rivets and a rivet tool, a swaging tool, hog clamps, spare telltales and many things I've forgotten.

I had all the tools, all the parts I'd need. And I had a plan.

My plan that day in was to drive our motorboat from our cottage roughly eight miles through McGregor Bay waters in northwestern Georgian Bay to a marina on Birch Island, where my sailboat was parked on its trailer. The mission: step the mast in the boat, launch the boat, and tow it back to our island cottage.

My sailboat is Plug Nickel, a wooden Lightning. There is a long story about that, but I'll leave it for another time.

Oh well, here it is in a nutshell: Plug Nickel began life as a male mold for making female molds for manufacturing plastic sailboats which had come into vogue by 1965, when the "plug" was built. A boat builder named David Nickels, working for a company called Nickels & Holman in Fenton, Michigan,



assembled a hull from western red cedar planks formed to mahogany frames with a mahogany centerboard trunk. The result was a beautiful Nickels & Holman Lightning, consigned to the inglorious role of making a succession of molds and to lie upside down in a shed until I paid \$500 for the hull in 1994.

Seven years later, in June 2001, after encountering many unforeseen glitches, I finished converting the plug from an industrial artifact to a working sailboat when I launched Plug Nickel in Cass Lake at the Pontiac Yacht Club.

I've written plenty about the trials and tribulations of restoring my wooden Lightning — enough for the first of a series of books, for sale on Amazon as *"Plug Nickel"*.

My guide through the restoration process was Dave Nickels, builder of the last wooden hull turned out by Nickels & Holman. Future Lightnings would resemble my boat, which provided the matrix for both hull and deck.

When I bought the hull in 1994, my plan was to take my wooden Lightning to Canada, where my wife's family had a cottage on an island in McGregor Bay. My idea for the boat was to encase the wooden hull in Fiberglass as protection against hitting the many hard rock shoals that abound in McGregor Bay.



Dave Nickels let me know he thought it was a bad idea to sheathe the hull in plastic. If water gets in between the glass and the wood, it could rot the western red cedar hull planks, Dave warned.

But I knew the waters, and one thing I did not want to suffer was damage to my sailboat's hull from those unexpected rocks that so often loom in front of McGregor Bay boaters.

By the time I brought Plug Nickel to McGregor Bay in spring 2010, my wife's family had sold their island. In 2009, we bought a cottage on another island in the Bay. Our cottage faces water virtually without shoals, in contrast to the old site that was surrounded by some of the nastiest underwater rocks I've ever seen.

It was a beautiful June day in 2010 when I loaded my tools into our Crestliner motorboat and headed for the marina to launch Plug Nickel for its first jaunt on McGregor Bay.

I'd spent a lot of time thinking about just how I would rig the boat. I had all the tools I'd need. The one thing I forgot was my camera.

J & G Marina can get pretty busy around the boat launch, and I'd given this some thought. I wanted to concentrate on rigging the boat, and given Plug Nickel's somewhat complex set-up, I didn't want to be inter-



rupted by calls to move the boat or by well-wishers who might want to chit-chat. Rather than rig the boat near the launch area, I decided to put the mast up on high ground in the parking area.

With the help of one of Harold McGregor's workers, I stepped the twenty-seven-foot mast through the deck and took my time fastening forestay, shrouds and backstay to the hull.

I'd already attached the trailer to our Honda CR-V car. Karen and I got into the CR-V, and I slowly wended my way along the dirt road of the parking area. I'd need to back the boat into the launch, and my plan was to drive the car behind the J & G store/post office, then back the rig while turning, pointing the stern of the boat toward the launch ramp.

Karen and I were chatting away as I approached the store. Karen looked back and shouted that Plug Nickel had fallen off the trailer!

Well, the boat didn't exactly fall off the trailer.

It might better describe what happened to say that I literally scraped this seven-hundred-pound wooden boat off the trailer.

I'd forgotten about the power lines that run across the J & G driveway.

Those power lines are lower than the twenty-seven-foot mast of Plug Nickel.

What absolute foolishness! Towing a sailboat under a set of low-hanging power lines was just plain dumb!

But at the time my emotions were close to despair. The shame of my stupidity would come later. I'd worked for seven years, on and off, to convert this plug into Plug Nickel, a wonderful, nimble sailboat. Had I destroyed my dream sailboat in a few seconds of foolishness?

I walked around the boat, which was lying slanted on the tarmac of the main drive, its mast caught in the wires. First thought — lucky this is a wooden boat. Wood insulates from electrical current.

On the gray tarmac I could see a faint smudge of blue paint from Plug Nickel's hull. I looked at the hull itself. A light area on the bottom showed where the hull had slid and lost some paint. Very little paint.

It is a testament to Dave Nickels' boat building skills that there was no structural damage to the hull. Nada.

This time, I rigged the boat in the launch area.

"We'll keep this between us," Harold said. "I won't tell a soul."

"You're not gonna sell the story to the Expositor?" I said.

"No, no, not a word," said Harold. There was a gleam in Harold's eye, though.

A few days later, I stopped at Harbor Vue Marina outside Little Current on Manitoulin Island. I wanted to talk to the proprietor, Stan Ferguson. When I finished talking to Stan, Harold McGregor was behind me. I reached my car, and realized I'd forgotten something. I went back into the marina office, taking a place behind Harold. Harold, it seems, didn't see me.

"You know that guy that just left?" says Harold to Stan. One of Stan's staffers had seen me come back. She said, "You mean Joel?"

Oops! But it was too late. He'd started the story. It's out there now.



MY FIRST LIGHTNING REGATTA (EVER)

57TH ANNUAL HOOSIER REGATTA

DOUG WAKE
AGE 11

The 2011 Hoosier regatta was my first traveling regatta that I got to sail with my parents. We were not sure if we were going to come to the regatta because of forecasted bad conditions.

Lake Wawasee was a great place to sail. WYC is mainly a weekend club; most of the sailors in Fleet 154 live at least an hour away. Saturday morning we were served a hot brunch by club members. We then rigged our boats. It was blowing seventeen knots and was very shifty. It was especially shifty at the windward mark because it was very close to shore.

The end of Race 2 was very exciting. Chris Princing almost passed us, but we managed to get the kite full and pull out a win by about five inches.

After sailing on Saturday, we had a huge football game involving all the kids. We were then served prime rib, chicken, pasta, and cheesecake for dinner. Next came "the program," which is a free raffle. Families and companies donate stuff to the regatta. Fleet leader Jeff Schmahl draws names out of a hat, and mysteriously the kids always seem to win something cool. We personally have a special item to bring next year (Hint: Wisconsin makes the most cheese in the country).

Sailing on Sunday was great. The wind started at about 8 knots and built to 14 knots by noon. The last race was very tense. We were

in first with nine points. George Sipel was in second with twelve points. We had to take third or better to win the regatta. We were pretty much match racing against Brad Wagnon on the upwind finish. We managed to lee bow Brad and clinch the regatta.

Then on Sunday, the club served amazing spaghetti-chili for lunch. There were also many kids on and off the water. It was a great family environment. Some of the other kids who sailed were Tanner and Jenna Probst, who sailed with their mom. Carla and C.J. Szeplaski sailed with Bill Allen.

The volunteers during the Hoosier regatta were just great. They cooked all the meals except for dinner on Saturday. The Race Committee did a good job and braved the cold conditions.

I would strongly encourage families to come to this regatta. The club is right across the street from a huge grass field, where we played that huge football game. There are tons of moms watching the kids while dad is sailing. Even if you sail, you know that your kid will have fun. The racing on Lake Wawasee was great. The whole regatta was very competitive, and you did not know which boat would win normally until the last half of the downwind leg. Nobody constantly dominated the regatta. Overall this was a great regatta and was held at a great venue.

57TH ANNUAL

WAWASEE YACHT CLUB

Pos	Sail	Skipper	Crew
1	15390	Todd Wake	Douglas & Kristine Wake
2	14249	George Sipel	Jeff Hagman & Dan Synowiec
3	15313	Matt Morin	Kevin Morin & John McCree
4	15309	Brad Wagon	Brian Bahler & Kevin Cox
5	14562	Ryan Flack	Dave Corcoran & Jim Thompson
6	15213	Jeff Schmahl	Andrew Schmahl & Rob Queisser
7	15146	Gary Sowden	Caroline Longshore & Grant Hilger
8	15300	Chris Princing	Jennifer Princing & Bill Coberly
9	15259	Bob Herdrich	Mike Herdrich & Andy Allen
10	15251	Debbie Probst	Tanner & Jenna Probst
11	14600	David Wisler	Jim & Karen Wellington
12	14603	Terry Hart	Kayln Froeschle & Betsy Berry
13	14449	Pete McGinity	Dale Krcek & Mary Gemberling
14	13657	Mike Franceschini	Jennifer & Scott Leath
15	15200	Tom Klaban	Eric & Marie Klaban
16	13851	Stu Webster	JR Kendall & Kiersa Brenner
17	13895	David Schmahl	Brad & Toni Steiner
18	15299	George Buckingham	Fred & Brooke Buckingham
19	13910	Bill Allen	Carla & CJ Szeplaki
20	14034	Bud Hursh	Sheryl Wallace & Brad Hursh
21	13279	Ken McGinity	Dan Klaxton & Ed Sandman
22	14835	John Selby	Kevin Keller & Steve Gardt
23	14143	Brant Russell	Jim Orr & Peggy Allen



HOOSIER REGATTA

OCTOBER 1-2, 2011

Representing	R1	R2	R3	R4	R5	TOTAL
Sheboygan YC	3	1	1	4	3	12
North Cape YC	2	4	5	1	1	13
Crescent Sail YC	1	5	2	3	9	20
Wawasee YC	4	6	8	5	4	27
Bay City YC	11	7	6	6	2	32
Wawasee YC	7	9	4	7	8	35
Bay City YC	6	8	3	14	5	36
Bay City YC	12	2	7	11	7	39
Wawasee YC	10	12	11	10	12	55
Buffalo Canoe Club	5	DNC	DNC	2	6	61
Wawasee YC	9	10	13	15	15	62
Bay City YC	13	14	12	18	13	70
Indianapolis Sailing Club	14	13	14	13	16	70
Indianapolis Sailing Club	15	16	16	16	14	77
Pontiac YC	8	3	DNF	DNC	DNC	83
Wawasee YC	DNC	15	9	17	18	83
Wawasee YC	DNF	DNC	10	12	19	89
Wawasee YC	DNC	DNC	DNC	8	11	91
Wawasee YC	DNC	DNC	DNC	9	10	91
Wawasee YC	16	11	17	DNC	DNC	92
Indianapolis Sailing Club	17	17	18	20	20	92
Wawasee YC	DNF	DNF	15	19	17	99
Wawasee YC	DNC	DNC	DNC	DNC	DNC	120



PHILADELPHIA CUP

CENTRAL ATLANTIC DISTRICT – FLEET 228 – RIVERTON, NEW JERSEY
OCTOBER 1, 2011



After a sixteen-year hiatus, the Philadelphia Cup has returned. The regatta was hosted by the Corinthian Yacht Club, Liberty, South Carolina, Riverton Yacht Club and the Independence Seaport Museum of Philadelphia to highlight the great sailing opportunities on the Delaware River.

Seven classes were invited to race including: PHRF, J22, J27, Mariner, Laser and Laser Radial and Lightnings.

Riverton Yacht Club and Fleet 228 hosted the Lightnings! With light, fluky winds and a rip roaring current, thirteen Lightnings completed five races in this one-day event. The fleet was joined by two classic Lightnings, which are owned by the Seaport Museum, 11519 and 9669. These two boats have been restored by students that participate in the classic boat programs offered by the Seaport.

This event was sponsored by Mt. Gay Rum, Narragansett Lager and Regatta Ginger Beer. The regatta organizers are really working hard to grow this into a major regional event for 2012. The regatta may be moved to the Penn's Landing area for next year, so add this regatta to your list for next season.

John Faus

Pos	Sail#	Skipper	R1	R2	R3	R4	R5	Total
1	15345	Faus, John	1	2	1	1	1	6
2	15055	Hutchison, Hugh	3	3	3	4	4	17
3	14450	Francis, George	4	1	4	2	10	21
4	15383	Parker, John	2	6	2	8	8	26
5	14940	Kaplan, Mark	6	7	5	3	5	26
6	15093	Hurban, Joan	7	5	9	5	3	29
7	14204	Swangler, Gary	8	4	7	7	6	32
8	15079	Logek, Christopher	5	8	6	6	7	32
9	14890	Keppel, Mary	9	9	8	9	2	37
10	9669	Park, Jeremy	10	10	11	10	9	50
11	11519	Steinriede, Kent	11	14/DNS	10	14/DNF	14/DNS	63
12T	10427	Guidi, Victoria	14/DNS	14/DNF	14/DNS	14/DNF	14/DNS	70
12T	15377	Glenn, George	14/DNS	14/DNS	14/DNS	14/DNS	14/DNS	70



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60TH ANNUAL FRIGID DIGIT

SEVERN SAILING ASSOCIATION — FLEET 329

OCTOBER 15–26, 2011

It is always a treat to make the trek down to Annapolis in October. There is so much going on there, it's truly amazing. We were there, of course, to sail the 60th annual Frigid Digit regatta at Severn Sailing Association. October is traditionally a great time of year to sail on Chesapeake Bay. This year was no exception. Sailors enjoyed sunny skies, warm temps, and 10–15 knots out of the southwest—perfect.

Forty-five boats registered, rigged, and headed out Saturday. By the time the warning signal was to sound, it was puffing up to 25–30—too much for everyone, including me. The RC wisely sent the fleet to shore in hopes the wild would calm down a bit. It did not. As I said to the PRO, spending an afternoon in Annapolis isn't the worse thing in the world. The kegs opened early, the band arrived, the food was served, and everyone told tales of their wild ride out to and back from the race course.

Sunday greeted the fleet with perfect sailing conditions. The RC got off three nice races and the regatta. Racing itself was close. It was fun to cross tacks with Ian Jones and his teammates, my wife Jody and Debbie Probst. They sailed quite well, as did Steve Constants, Tom Allen Jr., and Justin Coplan.

I'd like to thank my team, brother Tom and Monica Jones, for spending the weekend with me. They are both so good on the boat, it made my job easy. Thanks guys!

I encourage all sailors to put the 61st Frigid Digit on your 2012 sailing calendar. The Lightning sailors of Fleet 329 and SSA will make it worth your while. It's a first class regatta!

Finally, it was so nice to have Steve and his team aboard "Brown Eyed Girl" on the race course. Thank you for spending the weekend with us Steve!

**The ILCA would also like to give a special thanks to David Starck for giving an impromptu talk after Saturday's abandonment. He shared some of his tips and tricks to help everyone sail faster and smarter in the big breeze!



Champions: David Starck, Monica Jones, Tom Starck



2nd Place: Ian Jones, Jody Starck, Debbie Probst



3rd Place: Steve, Dave, Mike Constants



4th Place: Tom Allen, Jr., Todd Johnson, Laura Jeffers

FRIGID DIGIT

Pos	Bow/Sail	Skipper/Crew
1	70/ 15470	David Starck, Monica Jones, Tom Starck
2	98/ 15298	Ian Jones, Jody Starck, Debbie Probst
3	40/ 15240	Steve Constants, Dave Constants, Mike Constants
4	9-Sep	Tom Allen, Todd Johnson, Laura Jeffers
5	36/ 14036	Justin Coplan, Danielle Prior, Bjorki Gunnerson
6	07/ 14907	CraigCobbum, Alon Finklestein, Jon Ward
7	48/ 14548	Jon Guth, Jill Williamson, Peter Rich
8	65/ 15365	David Watts, Robert Watts, Dan Vought
9	49/ 14249	George Sipel, Jeff Hagman, Chris Snyder
10	82/ 15082	Mike Holly, Valerie Tardiff-Holly, Phil Evaul
11	56/ 15456	Josh Goldman, Bill Dodge, Jill Williamson, Suzy Acevado
12	83/ 15083	Jason Werner, Sharon S. Jay, Jenn Miller
13	45/ 15345	John Faus, Ian Sanderson, Jackson Benvantitti
14	01/ 14800	David Meiser, Jacki Meiser, Shawn Stanley
15	54/ 15045	Jonathan Lange, Dianna Lohmeyer, Robin Clark
16	75/ 15175	Tim Robinson, Brian Robinson, Andy Temme
17	06/ 15406	Caroline Patten, Tyler Menninger, James Landi
18	87/ 15387	Will Tyner, Reese Wilkins, Kevin Bradley
19	16/ 15016	Jamie Brickell, Susie Brickell, Tom Apkel
20	85/ 14485	Ron Buchanan, Cat Cieri, Rusf Gentile
21	76/ 15276	Philip Lange, Alister Thomson, Alexandra Lange
22	42/ 15142	Nabeel Alsalam, Scott Bradford, Stefano de Leo
23	12/ 14313	Eric Hankanson, Jack Field, Farley Will
24	24/ 15024	Trevor Prior, Matt Jay, Gary Hoffer
25	28/ 15428	Dick Moyer, Helen Moyer, John Depenbroch
26	25/ 15425	Joe Friebele, Laura Johnson, Jared Ackers
27	21/ 14221	Mark Whitson, Joelle Williams, Janelle Herring
28	31/ 15131	Patrick Phelan, Jason Phelan, Raio Seabra
29	66/ 14366	Patrick McKnight, Dan Busher, Sean McKnight
30	27/ 14900	Gary Hurban, Peter Jadurick, Charlie Singer
31	23/ 14923	Jack Jones, Barb Hill, Mary Lou Carlucci
32	57/ 15257	Rob Ruhlman, Abby Ruhlman, Maegan Ruhlman
33	95/ 14395	Christopher Kozel, Bill Kozel, Palmer Phillips
34	84/ 14484	Mike Mays, Tom Compton, Mary Cairns
35	15/ 14684	Chris Hamilton, Terry Hamilton, Emery Williams
36	17/ 15117	Mark Ewing,
37	93/ 10493	Ben Eloff, Christopher Schnabel, Benjamin Cottrill
38	50/ 14100	Red Fehrle, Susan Humphrey
39	63/ 15363	Greg Kelly, Bonnie Kelly, Dan Corewitz
40T	14525	John Bates
40T	88/ 14688	Brian Hayes
40T	15154	Mark Schneider
40T	20/ 15320	Mike Beaver, Chris Ravbacier, Gary Mesnor
40T	15464	Keith Taboada
40T	15467	Steve Warren

R1	R2	R3	Total
3	1	6	10
6	2	4	12
1	3	10	14
4	8	3	15
5	10	13	28
2	6	22	30
10	18	2	30
18	5	8	31
9	12	16/ZFP	37
8	23	12	43
17	11	15	43
26	9	10/ZFP	45
11	21	14/ZFP	46
15	17	14	46
12	14	21	47
21	7	20	48
7	4	46/DNC	57
16	15	26/ZFP	57
25	29	11	65
14	19	34	67
19	26	23	68
22	22	30	74
32	16	27	75
24	24	27/ZFP	75
28	20	28	76
13	31	34/ZFP	78
30	30	19	79
46/RAF	25	9	80
29	41/ZFP	16	86
20	27	41/ZFP	88
27	28	33	88
36	13	46/DNC	95
34	33	31	98
33	34	33/ZFP	100
23	46/OCS	35/ZFP	104
31	46/DNF	29	106
35	35	46/DNC	116
46/DNC	36	35	117
37	37	46/DNC	120
46/DNC	46/DNC	46/DNC	138.00T
46/DNC	46/DNC	46/DNC	138.00T
46/DNC	46/DNC	46/DNC	138.00T
46/DNC	46/DNC	46/DNC	138.00T
46/DNC	46/DNC	46/DNC	138.00T
46/DNC	46/DNC	46/DNC	138.00T

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Frigid Digit photo
gallery

SOUTHWEST CIRCUIT

WADEWITZ REGATTA

FAIRHOPE YACHT CLUB

SEPTEMBER 24-25, 2011

Pos	Skipper	Sail#	Club	R1	R2	R3	R4	R5	Ttl
1	Larry Frost	15211	Southern YC	1	1	2	1	3	8
2	Cal Herman	14136	Southern YC	2	2	3	3	1	11
3	Robert Bernhardt	15201	Buccaneer YC	6	3	1	7	2	19
4	Bill Killbrew	15308	Harbor Island YC	4	4	4	2	8	22
5	Tommy Meric	15329	Southern YC	3	5	6	4	4	22
6	Ian Edwards	15410	NSC-AUS	5	7	8	6	9	35
7	William Baxter	14488	Delta Sailing Assoc	8	12	7	5	5	37
8	Clarke Newman	15360	Rush Creek YC	7	6	5	10	12	40
9	Buddy Clarke	9696	Pass Christian YC	12	8	10	9	6	45
10	Crit Currie Jr	14666	Delta Sailing Assn	9	12	9	8	7	45
11	John Buziak	14507	Pensacola YC	10	9	11	11	10	51

FALL DINGHYFEST

RUSH CREEK YACHT CLUB

OCTOBER 8-9, 2011

Lake Ray Hubbard and the Rush Creek Yacht Club in Heath, Texas, (Dallas area) hosted the "Fall Dinghyfest Regatta" last weekend. It was the fifth of six stops on the 2011 Southwest Lightning Class Circuit. The Rush Creek Yacht Club was the site of the 1979 Worlds and 1983 North Americans, for you old-timers and Lightning Class history buffs.

Saturday's conditions were what some call "water park conditions." It was breezy and warm. The inland lake waters were extremely flat. The first three races of the regatta were held in the 18-25 mph breeze before the fleet called it a day. Sunday's forecast was for more of the same, but it ended up being lighter. Race 4 was sailed in 5-8 mph and Race 5 was cancelled on the third leg when the nearby storm system abruptly killed the wind all-together.

Pos	Skipper	Crew	Sail#	R1	R2	R3	R4	TTL	NETT
1	Dan Moriarty	Tobi Moriarty Nick Beckman	15364	1	1	1	2	5	5
2	Clarke Newman	Deanna Newman Nick Beckman	15360	2	2	2	5	11	11
3	Tommy Meric	Scotty Barrett Jim Binnings	15329	3	3	3	4	13	13
4	Steve Harris	Patty Harris Michelle Harris	15312	10	4	4	1	19	19
5	Ian Edwards	Lindy Edwards Andrea Zaitz	15410	5	5	5	8	23	23
6	Mike Arndt	Dennis Welliver Ralph Leon	14571	4	7	7	6	24	24
7	John Womble	Bill Biermann Sherry West	14817	6	6	6	7	25	25
8	Jeff Coppens	Raplph Bilnoski John Destexhe	14924	10	10	10	3	33	33
9	Crit Currie	Tim O'Ryan David Hoye	14666	10	10	10	10	40	40

LEAF PEEPER

MALLET'S BAY BOAT CLUB — FLEET 301

OCTOBER 15-16, 2011

Pos	Sail#	Helm	R1	R2	R3	R4	R5	R6	Total	Nett
1	15381	Fastiggi	1	1	1	1	1	(2)	7	5
2	15132	Gibbs	(11.0 DNS)	2	3	2	4	6	28	17
3	14640	Brush	5	3	2	4	(6)	3	23	17
4	15060	Ambrose	3	(5)	4	5	3	4	24	19
5	14972	Zachary	2	4	6	3	(7)	5	27	20
6	14056	Johnson	(11.0 DNS)	11.0 DNF	5	6	2	1	36	25
7	14520	Cox	4	(11.0 DNF)	7	7	5	7	41	30
8	14514	Tran	(11.0 DNS)	11.0 DNS	8	9	11.0 DNC	11.0 DNC	61	50
9	14480	Reindel	(11.0 DNF)	11.0 DNS	11.0 DNS	8	11.0 DNF	11.0 DNS	63	52
10	14050	Gardner	(11.0 DNF)	11.0 DNS	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	66	55



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International Fleet Development Initiative in action again! Another container arrived in Chile in November



The boats made it in perfect condition. They were unloaded this morning and will be sailing at a regatta tomorrow. Two of the boats will have junior crews.

Again I can't thank all of the guys enough that helped get this container together, especially Mark, Cindy, John and Tommy. With your help, we've been able to get twenty-four boats to Chile in just five years.

Best, Victor Lobos

Great Holiday Gift Idea

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Red lightning bolt logo on navy ribbon, stitched onto navy nylon belt. Brass D rings easily adjusts to your waist size. Sizes available are: Small, Medium, Large and Extra Large

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Laura Jeffers, Executive Secretary
1528 Big Bass Drive, Tarpon Springs, FL 34688
Phone: 727-912-7969
Fax: 727-912-0173



Lightning Bolt Hats

Winter is here in the Northern US and Canada!

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Laura Jeffers, Executive Secretary
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Phone: 727-912-7969
Fax: 727-912-0173

1ST ANNUAL WILD OYSTER REGATTA

SLED CIRCUIT QUALIFIER #9

OCTOBER 22-23, 2011



The Carolina Yacht Club hosted the Wild Oyster Regatta October 22 and 23. There are several parts of this regatta that I didn't know about until we arrived in Charleston. The Charleston fleet has grown dramatically in the last year. With a combined effort of Carolina, James Island and Hobcaw Yacht Clubs, the Charleston Fleet has sixteen Lightnings. At Saturday evening's presentation, as Laura Jeffers was handing out the Steketee Trophy, Bill Faude yelled, "The fleet grew by two boats while you were talking." With Lenny Krawcheck leading the way, and many very enthusiastic fleet members, including Greg Fisher, Chris Hamilton and Reggie Fairchild, the fleet is soon to be one of the largest in the US. Many of these fleet members were on the phones confirming and encouraging a great turn out for the Wild Oyster Regatta. I also didn't realize this was the first annual Wild Oyster. The fleet's growth is incredible, and they are having a good time in the process.

It seemed like the fleet and yacht club had been putting on Lightning regattas for years. On Friday afternoon at about 3:00 PM, Greg and Brian Hayes hosted an on-the-water seminar that was attended by over ten boats, with conditions similar to what would be sailed in on Saturday and Sunday. After the seminar, Lenny gave a

talk on the currents in Charleston Harbor. Greg and I sailed together in the Collegiate Sloop Championship when we were at Miami University. I don't believe Fort Sumter was still engaged in the war that year, but it was a long time ago, and I didn't remember anything other than the current played a huge factor in our tactics. Lenny told us the tide was going to be flooding during our racing, so it wasn't going to be as big a factor as when the tide is going out.

I was sailing with my son, Stu, and Jeff Irvine. Jeff is originally from Ohio, now living in Charleston. Jeff and I sailed in San Diego in 1988 and did fairly well. We had a lot of fun at the Wild Oyster, and both were outstanding teammates throughout the weekend.

We sailed out to the first race Saturday; the wind was 5-8 out of the north, scheduled to go to the northeast. It was a beautiful day, but the wind seemed a little unstable. The tide was actually slack when we left the harbor and scheduled to come in for the day, moving right to left. Several minutes before the start, the wind went further west, which we later learned meant that it would be shifty. The start was leeward favored, but several boats came out of the middle of the line in good shape. Nabeel Alsalam won the race by a huge margin in dying breeze, with any puffs that



Matt Fisher, Stu Fisher and Jeff Irvine



Local boats: George Scarborough & Mark Moehlman

were remaining coming from the west. We were second, Jamie Bickell was 3rd, Charlie Wardwell was 4th and Eric Oetgen was 5th. The wind died, and PRO Tommy Harken cancelled races for the day.

Saturday night was a lot of fun. There is a fun bar at the yacht club, and with the early postponement, there was a great cocktail time before dinner. Oysters and lots of good food and fun were on tap for the evening. As I mentioned earlier, near the end of the night Laura handed out the Steketee Trophy, and it was great to see the folks from Fleet 429 see the appreciation for their efforts.

On Sunday there was a little more wind than Saturday, and the fleet left plenty early from the dock since the Coast Guard was going to close the water between the club and the course due to a marathon swimming event. The wind seemed to settle in and we all were getting used to the conditions.

I won't get into the details of each race, but everyone had at least one bad race at some point in the regatta, other than Charlie Wardwell and our boat. Josh Goldman won the first race on Sunday, Brian Hayes won the second race of the day, Tom Allen, Jr. won the third race, and Dave Starck





Josh Goldman Team

won the last race. I forgot to mention that this was a very competitive fleet. We also had a guest appearance from Keith Taboada. But each of these guys also had one or two bad finishes that they couldn't make up for, so Charlie Wardwell and our boat had a good lead on everyone going into the last two races.

In the fourth race, third of the day on Sunday, we said this would be our last race since we had an eleven-hour drive, and Stu had school at 7:00 AM the next morning. We were second all the way around behind Tommy Jr. Literally, in the last thirty yards going into the finish, we went from second to eighth. I was actually calmer than what some of you might think, but thought it would be best to leave. Jeff and Stu talked me out of it, with Jeff saying he would put the boat away so we could get on the road.

Anyway, Dave Starck sailed a great last race and won. We were second, and Charlie finished thirteenth, allowing us to win, and Charlie getting second in the regatta.

It is great to see new fleets grow. I kid my brother that he is on the Charleston Chamber of Commerce for attracting northern retirees down to this beautiful city. It is a fun group of Lightning sailors in Fleet 429, and we will be back again next year or earlier.

Matt Fisher

1ST ANNUAL WILD OYSTER REGATTA

SLED CIRCUIT QUALIFIER #9

OCTOBER 22-23, 2011

Pos	Sail#	Skipper	R1 10/22	R2 10/23	R3 10/23	R4 10/23	R5 10/23	Total
1	15445	Fisher, Matt	2	12	4	8	2	28
2	14044	Wardwill, Charlie	4	6	12	3	13	38
3	15456	Goldman, Josh	16	1	10	7	6	40
4	9	Allen, Tom	13	3	13	1	14	44
5	15345	Faus, John	20	2	11	12	3	48
6	14701	Hogan, Patrick	15	18	8	5	7	53
7	14777	Oetgen, Eric	5	36	9	4	4	58
8	15470	Starck, David	21	26	3	9	1	60
9	14930	Marenakos, Mark	32	11	6	2	12	63
10	15285	Sawyer, John	8	15	16	20	10	69
11	15181	Hayes, Bryan, Sr.	9	20	1	25	16	71
12	15085	Krawcheck, Lenny	10	7	5	30	19	71
13	15464	Taboada, Keith	23	14	2	29	9	77
14	14752	Fairchild, Reggie	12	25	19	15	8	79
15	468	Hamm, Ryan	11	23	26	18	5	83
16	14127	Moehlman, Marcus	17	16	7	22	27	89
17	15055	Hutchinson, Hugh	7	27	17	10	29	90
18	15015	Werley, John	18	21	14	32	11	96
19	14532	O'Reilly, David	31	5	38.0 OCS	6	22	102
20	14942/ 15428	Moyer, Dick	26	9	18	33	17	103
21	15016	Brickell, Jamie	3	10	25	35	31	104
22	15093/ 14900	Hurban, Gary	24	8	28	11	35	106
23	15139	Bardn, Pierce	6	13	20	34	34	107
24	14485	Buchanan, Ron	14	28	30	17	20	109
25	14695	Waldkirch, Richard	33	17	23	14	24	111
26	14684	Hamilton, Chris	22	22	15	27	25	111
27	7603	Astrove, Bob	28	30	21	16	18	113
28	14730	Scarborough, George	19	4	34	28	33	118
29	15142	Alsalam, Nabeel	1	33	33	21	38.0 OCS	126
30	14045	Kennon, Batton	36	19	22	26	23	126
31	17603	Russell, Pete	27	24	31	13	32	127
32	14702	Dial, Karen	30	32	24	24	21	131
33	15180	Burke, Pam	25	29	32	31	15	132
34	15116	Sloger, Will	34	35	35	19	26	149
35	14266	Cameron, John	37	34	29	23	28	151
36	15141	Milling, Craig	35	31	27	38.0 RAF	30	161
37	11278	Garight, John	29	38.0 DNC	38.0 DNC	38.0 DNC	38.0 DNC	181

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There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy. We hope you will consider planning an ILCA donation, always informed, by appropriate legal and financial counsel.

CLASSIFIEDS



15351 Nickels. Meticulously maintained. White hull, light gray deck, black rubrail. Garaged in off-season. Tacktick digital compass. NewSwift Maf-foli spin. sheets & Salsa

Line main & jib sheets. Holt Allen snatch blocks on twing lines. Harken pin stop jib car system. Spin. halyard led aft. Jib wire & cloth double ended to side forward deck. Fiberglass rudder head & JCD tiller extension & universal joint. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers. One set of used North Fisher M / J & R2 sails. \$17,900. Also have little-used North Fisher M / J & R2 for additional cost. Contact Pierce Barden - Wilmington, NC m: 910-612-7224 piercebarden@hotmail.com

15317 Allen, 2007, white hull with light grey deck and cockpit, well maintained, good race record, fully race rigged with harken carbo blocks, carbo tiller extension, Tack Tick digital compass, Salsa type M, J, S sheets, 2 spin. poles one with taper ends, adjustable underway harken jib tracks, handy lock turnbuckles on both upper and lower sidestays, skiff type spin. halyard take up reel, hiking straps can be run either diagonal or across cockpit, extra thickness gelcoat on bottom, Fabricraft two piece trailing cover, full deck skirted cover, mast and rudder covers, Allen trailer, 3 sets of Fisher M & J and R-2 spins., one practice set, one regatta set, and one brand new set never been flown, boat never left in water, stored indoors during winters, \$21,000, get new Allen boat speed for 2/3rds the cost. Contact, Steve Weeber, Dayton, Ohio, 937-866-1183 or stephenweeberdpm@gmail.com

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000.

The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@mac-roconnect.net or 313-595-5919

15300 Nickels 2007 Lightning and 2010 Nickels Lightning trailer. Very little use, stored indoors in the winter, fresh water boat. In new condition. All the go fast stuff. New uppers, new lowers with Handy lock turnbuckles. New halyards 2010, new tapered mainsheet 2011. Tapered spinnaker pole. 24-1 jib wire. Compass. Travel cover, fiberglass head (minimum weight) rudder. 1 set of 2010 sails in good condition, one set of older practice sails. Brand new Spinnaker available for an additional cost. Asking \$15,500.00 or best offer. USA838@chartermi.net (989) 213-3973

15259 Nickels (Off Like A Prom Dress) 2004 Lightning fully loaded, 705 lbs at 2011 NAs, max thick stainless board. Rigging, boat and all components in excellent condition. Always dry sailed. Light grey interior and deck with white hull and black rub rails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 jib wire, Harken Jib leads, topping+wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, mast new in fall of 09. (ii) boom, (iii) spinnaker pole, and (iv) tiller with long carbon tiller extension. Lifting bridle. three (3) padded hiking straps. Dieball sails: main and jib new in 11 and used barley 1/2 season. Still usable UK main and jib, also included. Sail Rite Spinnaker also new and very lightly used in 11. Tac Tic compass. New North mooring cover, full trailing, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagnon at 765-749-8556 (cel) or email b.wagnon46@gmail.com. \$14,500.00

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want? VSP, a bunch off brand new Fisher/North, I've got them all!!! Base price \$ 15,500 and I'll make you FAST. Cell (239) 503-1210, email info@markbryantsailing.com

15184 Nickels - Excellent condition. Dry sailed, 2 sets of North Sails, one nearly new. Trailer and stand. \$10,000. Boat located in PA, contact Mike (874) 336-6308

15064 Allen Excellent shape, minimum weight, well maintained and very fast. White hull and deck with a black rub rail, stainless board and Allen trailer. Two piece North trailing cover, mast cover and rudder cover. New mast 2009, 2 spin poles, and 3 full sets of sails North M5 main, 5a jib, R2 spins. One set of sails with only 6 days of use. \$16,000 negotiable. Boat currently located in Milwaukee, could be delivered to the 2012 Southern Circuit. Contact Richard Walsh (807) 937-6376 rwalshie@gmail.com

14963 Nickels, very little use, excellent condition, has not seen salt water, looks like new. All white hull, light gray non-skid on deck. All the latest go-fast controls. Ready to race. North/Fisher main, jib and spinnaker, lightly used, still very crinkly. Nickels galvanized trailer, wide bunks, long tongue, light bar, new wheel bearings, with bearing buddies, excellent tires including mounted spare. Covers included for mast, rudder and full sided mooring - all in great shape. Stored inside during off season. \$11,900 Contact Joe Dissette, Midland, MI (989) 631-2133 - other Lightnings available all price ranges.

14543 Nickels, excellent condition, clean and ready to race. White hull with pink waterline stripes. All the go fast controls that make it easy to adjust and sail fast. Procter sails in good shape, Quantum (Dieball) spinnaker(s) which are also in good shape. Tack Tick compass and many spare blocks and accessories. Nickels galvanized trailer with newer wide bunks, long tongue and extra spare tires. All travel, mooring and rudder covers included. Located in La Salle, Michigan. \$7,500.00. Contact John at john@heagy.net or 419-873-5616

14411 Allen. Boat and all components in great condition for age. Sailed in freshwater. Always dry sailed. Winter storage has been inside. Light blue hull and white rub rails with White deck. Dual side controls with color-coded lines. Three Full sets of sails: main, jib, and spinnaker, great condition for club racing. Stainless steel centerboard. Deck compass. Aluminum oval spars. Spinnaker pole. Tiller with extension. Lifting bridle. Full Rudder Cover. Mast Travel Cover. Nearly new Full Sided dry sail cover. Galvanized Allen Trailer. Photos available if interested. Currently in dry sail in Liverpool, New York (Syracuse area) \$6,900. Contact Pete Osborne at 315-451-0486 (home) or 315-4404321 (cell) or posborne@appelosborne.com

14222 Nickels, good condition. Light blue hull, white non-skid on deck. North/Fisher main, jib two years old, still very crinkly. Spinnaker about six years old. Two sets of older practice sails. Older trailer with new wood bunks, long tongue, light bar, wheels with bearing buddies, tires in good condition including mounted spare. Covers included for mast, rudder, mooring and travel need some repair. \$5,000 Contact Russ Roberts, Annapolis, MD (703) 593-4102 or russroberts1@aol.com

14171 Nickels, with Shore Sails. One owner. Good condition. White hull with navy blue waterline stripe. White non skid deck. Main, Jib, Spinnaker, beautiful wooden rudder, anchor, Extra hard ware (pulleys, cleats, etc) extra life jackets, brand new paddles, excellent trailer for transporting sailboat long distances included. \$4,800. Located in Memphis, Tennessee. contact Tony Kelly 901-832-4411 cell or email govols72@aol.com

14059 Nickels, good racing condition, Red. mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiber-glass and original

wooden), lightly used Nickels mast, aluminum and fiberglass spinnaker poles. Trailer has been replaced and refurbished with new galvanized wheel, new tires, and new hubs and wheel bearings. We love this boat, but can no longer store it, so it has to go - \$4,000 before 2/15/2012 \$4500 after. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

Nickels, good, decent racing condition, Red. Mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiber-glass and original wooden), lightly used Nickels mast. Trailer included, but it probably needs to be replaced, it's fine for around the club, but not good for highway use. We love this boat, but can no longer store it, so it has to go - \$4,500. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

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

14004 Allen, Galv. CB, all running rigging new, Harken controls Sails: Quantum M/J (1 regatta), North J, Fisher M/J, 3 Spin Allen low-ride trailer, light bar, new spare Accessories: Anchor/Rode, paddle, boom crutch, seat cushion, mast blocks, lift bridle, compass, mooring cover. \$5,000, Located in Champaign, IL Contact: D. Walker 202-436-4562, ddw1961@gmail.com

13245 Allen. New standing rigging 2011. New composite rudder with aluminum tiller. 130 pound stainless steel centerboard. Original wooden mahogany rudder/tiller nice shape. Aluminum oval mast and boom made by Allen. Extensive suit of sails. 2 spinnakers, includes spinnaker pole and rigging. Extra practice sails made by Goldberg. One really nice set of North Sails. Recent paint job. Great trailer with long tongue and spare. Includes compass, mooring cover and lifting bridle. Titles in hand, and measurement certificate. Only fresh water sailed. Boat located in Olney, Maryland. Original correspondence from factory order. \$3,500. Contact 301 529 9223 or riverrooster44@aol.com

12379 - Nickels & Holman. 2 owners, 1 scooting, 1 slowing down. The boat is a great, very stable daysailer ideal for family fun or club racing. Includes 2 sets of sails (one set has wrong number), jib and main, plus one spinnaker. New cover. Stainless steel centerboard. Includes a Trailer which is serviceable but not currently registered. May be inspected at the Rock Hall Yacht Club, MD \$2000, Bill Edwards 410-778-5827 for viewing or details.

11885 fiberglass Allen, "Annie Oakley". Yellow hull in great condition. Two mains and two jibs, on set in decent condition, on in OK condition. Two spinnakers: one in very good condition the other is good but an older shape. Aluminum spars, with two spinnaker poles. Powder coated steel centerboard and rudder. Refinished teak floorboards and combing. New spinnaker and jib sheets. New main halyard. Steel trailer with fiberglass light bar/mast holder. Travel cover including top, bottom and mast cover. Mooring cover. Dry sailing cover. Call Aaron Frank in Colchester, VT at (802) 343-8954. \$2,300

11576 Lippincott White, with S.S. board. Competitive/ low weight/stiff. Roadworthy trailer. Multiple sets of sails. Needs some updated rigging/blocks & tiller. Located in northern NJ. Pictures. Contact: Jay Richardson 973-271-8304 jayrich54@yahoo.com

11311 Fiberglass Allen - Lightly used VSP main and jib, spinnaker in decent shape. 2 year old skirted cover. Stainless steel centerboard and aluminum spars. Boat is ready to sail or race. Road worthy trailer with light bar. Two spinnaker poles. More pictures available by request. Contact Mark George in Little Rock, AR at (501) 851-4463 or mgeorge_88@hotmail.com. \$2,450

11221 Lippincott in fair condition. It has 2 sets of sails with one spinnaker all in serviceable condition. Stainless centerboard. \$1000 or best offer. Boat can be seen on Long Beach Island, NJ please email us at: ssellis1@comcast.net

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindscamp.org

10330 Allen. Fiberglass hull, mahogany trim, aluminum spars, steel centerboard, trailer. 2,500 OBO. Located in Topeka, KS. jayhawk1213@sbcglobal.net

9442 Allen. The boat is very stable ideal for family fun or racing. Fiberglass Hull (painted green) Mahogany seats and bright work in excellent condition, steel center board, Includes galvanized trailer. Sails: Main and Jib

Boat has been stored in a barn and sailed in fresh water. Price \$3,000.00 Location: Red Jacket Yacht Club Cayuga Lake NY. Contact: Brian Donovan 585 313- 1940 brian54@rochester.rr.com

9204 Siddons & Sindle, SS board has been removed and replaced, with new pivot bolt. Aluminum mast, new mainsail, recent jib. Trailer not pretty, but got me home with the boat 4 years ago! Most of the structural issues have been addressed. Outboard well nicely filled in with new glass and epoxy. Have a new outboard bracket for it, if you like. Wooden frames were replaced where necessary, all were re-bonded to tabbing. Cockpit very clean with Devoe epoxy coating in all the nooks and crannies, teak boards refinished and re-attached. Awlgrip topsides and bottom. Needs new SS rubrails, deck paint. Could stand to have coaming and toerails rebbed. Need to update running rigging. I lost my easy access to the water, that's why I want to sell the boat. Location, Maine \$950/offer Tom 207-321-9972 twoodruff@maine.rr.com

8033 Lippincott wood lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221

7868 Lars Olsen design, made in Red Bank NJ in 1960. The hull is glued cedar plank; the sole is teak, with mahogany trim. It was rebuilt in 1970 in Saybrook CT. Four owners, only fresh water sailed. Teak & mahogany inside, and has a plywood deck. I gave the original mast/boom to another woodie owner, and replaced with aluminum spars from someone in the Mallets Bay fleet. It's on a decent trailer w/new tires. When I pulled it in 2007, I flipped the boat and completely repacked the hull batting, and used potting compound on the keel plate. I removed the bottom coat, and re-coated with Interlux. The boat has been stored inside, under cover since then. The only work I see is to fabricate/replace a plate on one of the two bailers; I had installed a knotmeter transducer using the left bailer location, and then removed the knotmeter and the transducer

plate, leaving a void around the bailer location of the same size as the original Harken (?) bailer. The *.pdf shows an aluminum tiller and fiberglass rudder; this is not what I'm offering, as that tiller/rudder is used on my 1988 boat (#14297). What goes with #7868 is the wooden tiller and wooden rudder from the 1988 boat (swap). Also shown in the *.pdf is the aluminum boom, along with the aluminum mast that is included (and not the original spruce spar/boom). \$2,000 OBO, Located in Calais, Vermont. Bill Powell 802-223-1305 Bill.powell@wec.coop

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Bottom hull and interior refinished. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1,500 or Free to qualified tax exempt organization. Bill Dever 518-374-8532 (h)wdever@nycap.rr.com(NY)

6431 David Beaton & Sons Build, 1950's. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommendable. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Waretown, N.J. Asking price from present owners: \$1,500.00, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

96 Original construction - Skaneateles, NY 1940. 10 year rebuild - refloated 2002. Stephens revised drawings. New centerboard trunk, ribs, bottom and deck. Authentic rigging, wood mast and spinnaker poles. Excellent set of sails with spinnaker. Day sailor, not raced. Good lift cover and winter cover. Nickels trailer, new for boat in 2002. Dry stored in the winter. Lot of spares. \$2,500 OBO, John Hayes, 513-320-1217

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60TH ANNUAL FRIGID DIGIT



International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

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