



Sodus Bay Lake Ontario Wind Conditions

Mike Healy

Mid to late summer wind sailing weather on the south shore of Lake Ontario is determined by the movements, or non-movement, of high pressure systems, generally passing to the south of the Lake.

When a front passes, the general pattern or scenario is a northwesterly flow or wind direction ahead of the high, a very short fleeting westerly, and then a dominant southwesterly. A typical sequence between Rochester, and Oswego (with Sodus Bay in the middle), is one or two days of northwesterly flow, followed by another couple of days of lake or sea breeze, while the high is overhead, and then a longer period of southwesterly flow. The dominant west-southwesterly flow can last for multiple days if there is a Bermuda High set up off the East Coast.

A northwesterly wind or flow will often weaken as it approaches the shoreline in midsummer. If the temperature is cooler the northwesterly can sometimes compete with the lake breeze that wants to develop and lead to some large shifts from the northwest dominate direction of about 300 to 350, and the developing lake breeze in the 20 to 45 direction. If it is warmer (read hot) the northwesterly is likely just to fade and be replaced in the mid day early afternoon by the lake breeze in the 40 to 50 range.

Lake Breeze

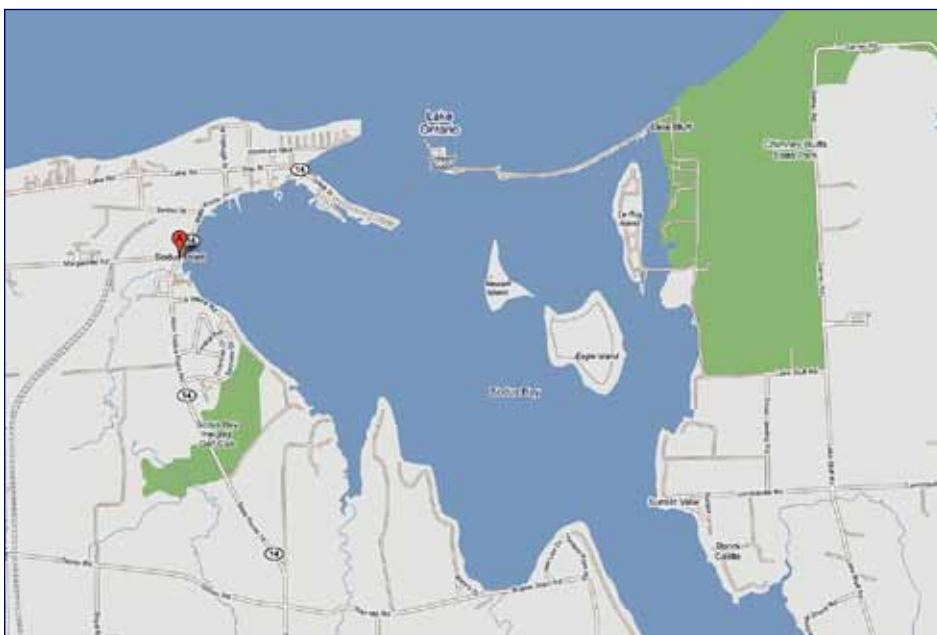
The gradient flow in the Lake off Sodus Bay is southwesterly to west. Historical weather data shows that a lake or sea breeze develops on Lake Ontario about 32% of the days in the summer. On these days the early morning breeze off the shore or land will be in the south or west quadrants. As the day goes on and warms up, the morning land breeze will die out and lake or sea breeze will develop. Often the challenge for the sailor will be to try and figure out the strength or timing of the competing breezes. In these conditions it is not unusual to have a convergence zone (or "dead zone") as the two winds compete, and the lake wind develops or tries to. In this light air scenario with a lake breeze developing in the midday to early afternoon time frame, conventional wisdom is to often head to shore on a long starboard. That being said, the real strategy is to get outside to one side of the course or the other and avoid the middle. In other words, make like Wayne Gretzky and get to where the wind or pressure is going to be. If you think that the sea or lake breeze will continue to build go right or outside, if not sure, the left or the shore is the default heading.

At the end of the day we all know that conventional wisdom only works so often. Distance from the shore line, air temperature, water temperature (remember Rochester NAs 1990), time of day all conspire to modify trends and tendencies, and conventional wisdom should be your starting point for developing your game plan rather than the game plan it self.

We look forward to seeing old friends and meeting new ones at Sodus in as we start our countdown to the North Americans in several weeks.

Inside this Issue:

<i>President's Column</i>	2
<i>Official Notices</i>	3
<i>Lightning Family News</i>	5
<i>Metro District Championship</i>	8
<i>Dixie District Championship</i>	11
<i>Youth World Championship</i>	13
<i>Classic Lightning</i>	14
<i>Texas District Championship</i>	17
<i>View From the Back of the Fleet</i>	19
<i>Ohio District Championship</i>	20
<i>CT/RI District Championship</i>	23
<i>Celebration of Spring Regatta</i>	24
<i>Lighthouse Regatta</i>	26
<i>Bay City Regatta</i>	27
<i>Classifieds</i>	28





President's Column

Brian Hayes, Sr.

We're adding to our family. No, it's probably not what you think. My nephew, David, has gotten bitten by the "bug" and has decided to buy a Lightning. So he and "Uncle Bri" are driving out to Ohio this weekend to get his "new" used Lightning.

David is my oldest nephew. He graduated RPI last year (he's a smart lad!), landed a great job at Sikorsky and now wants to sail Lightnings. I'm hopeful he likes it and wants to get into racing, but for now, we'll just get him set up and out on the water.

He'll have some limitations. First one is he and I can play on the teeter-totter together (he was, after all, a starting offensive lineman on the RPI football team), so he'll need to find light crew. Second is that he never really did a whole lot of sailing as a kid. A summer or two in junior sailing and a Sunfish but no really "big" racing. Third, he's an engineer so, he'll



likely spend a disproportionate amount of time trying to make the boat "better" than just going out and sailing it (Do any of you see yourself in this sentence?). Regardless of the obstacles in front of him, he's psyched, and so am I.

One more great thing about David getting a boat. One more active ILCA member in our march toward a thousand members. We are (as of this writing) nearly 80% of the way there. Is everyone in your Fleet a member? If not, why not? We can make our goal with just a little help from you. The ILCA, while in very good overall fiscal shape, is working hard to meet our budget goals set for 2009. Every membership makes a difference in our bottom line and our Class' day-to-day services and goals. Please help us get to our target of one thousand active members by joining the ILCA this month.

Thank you to the organizers of Pymatuning's Spring Classic for donating \$500, the proceeds of their raffle, to the ILCA Boat Grant Program.

- *Three Boat Grant recipient skippers have purchased their own Lightnings and are actively racing them this summer!!! Needless to say we are thrilled with this success as we enter our third season of the program. WELCOME to the Lightning family Colin Kirby, Justin Coplan and Stephen Waldie. Thank you to all who have donated to the Boat Grant Program and contributed to this "growth through youth" initiative.*
- *District Commodores are reminded to please mail in all ILCA memberships collected at their District Championship regattas, along with photos, results and reports.*
- *The Class Office has made an effort to "clean up" the Boat Ownership Records on the website. Please let Jan know if you have additional information or corrections: office@lightningclass.org*

International Lightning Class Association

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www.lightningclass.org



Official Notices

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Notice of Meetings

The next meeting of the Governing Board of the International Lightning Class Association will be held Saturday, August 8, 2009, 8:30 AM in the dining room of the Sodus Bay Yacht Club, at the North American Championship.

The Annual Meeting of the International Lightning Class Association will be held Sunday, August 9, one hour before the scheduled dinner at the North American Championship.

A special meeting of the Governing Board of the International Lightning Class Association will be held Friday, September 11, 2009, at 6:00 PM at the Malletts Bay Boat Club, Colchester, Vermont, USA, at the 2009 Lightning World Championship.

A special meeting for the general membership of the International Lightning Class Association will be held Sunday, after racing, in conjunction with an Ice Cream Social at the Malletts Bay Boat Club, Colchester, Vermont, USA.

The 2009 ILCA Yearbook is in the final stages of completion and will be mailed out in July.
They may also be purchased on the ILCA website:

<http://www.lightningclass.org/marketplace/store/booklets/index.asp>

What a year!

- 1st** North American Champs
- 1st** NAs - Governor Cup
- 1st** NAs - President Cup
- 1st** NAs - Masters
- 1st** NAs - Juniors
- 1st** South American Champs
- 1st** St. Pete Regatta
- 1st** Savannah Regatta
- 1st** Miami Regatta
- 1st** Canadian Open
- 1st** Frigid Digit Regatta
- 1st** Atlantic Coast Champs
- 1st** 70th Anniversary Regatta
- 1st** Borderline Regatta
- 1st** Indy Open
- 1st** Mid-Continent Regatta
- 1st** Leukemia Cup
- 1st** Youth Worlds
- 1st** Long-John Regatta
- 1st** California Circuit

Al and Katie Terhune and Jeff
Linton winning the 2008 North
American Championships.



One Design

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CHESAPEAKE (410) 280-3617
Allan Terhune allan@od.northsails.com
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Photo Bill Clausen



Lightning Family News

Welcome New Member—Richard Leonard



Since we live near the Hudson River, Laura Rice and I have been very interested in getting out on the water. I had sailed a lot on Long Island Sound years ago (in the 1960s) but not much since. I remembered the Lightning's fine qualities and found that Fleet 75 is very active at the Nyack Boat Club. Fleet members gave advice and encouragement, and a few months ago we brought Lightning 14238. We've been out daysailing, racing and also crewing for others.

Lightnings are easy to sail, but there is lots to learn about tuning and sail adjustments for racing. With more help from Fleet members, we are learning the ropes and enjoying the beautiful river.

Brazilian Match Racing

John Bennett

Yacht Club Santo Amaro on the Guarapiranga Lake was host to the first São Paulo Match Race. This event is now coordinated by the São Paulo State Sailing Federation and uses Lightning Class boats.

The teams are selected based on their knowledge of Lightnings and of match racing in general. This event was a follow up to a three-day match race clinic held in early May, also in Lightnings.

On Saturday the first fifteen races of the qualifying round robin were held after the team draw. Each race lasted approximately twenty minutes, and umpires followed each of the teams. Winds were at 7-9 knots.

João Hackerott, with Ricardo Costa and his father Ricki Hackerott, won all five Matches and qualified for the finals, followed closely by the Brazilian Olympic Team sailor Adriana Kostiw in an all-female team, with four wins.

Three teams were tied for third, and an additional round robin was held to select the final four.

Winds on Sunday reached 11 knots, with gusts of up to 13 knots, one of which caused a boat to capsize.

Sidney Bloch and Felipe Echenique qualified for the finals. Mariana Peccicacco and Izabella Malpighi completed the participants. Note that the largest group consisted of woman as a result of the Olympic match race to be held in the London Olympic Games in 2012.

As first place in the qualifiers, João Hackerott had the right to pick his opponent. Racing against Felipe Echenique, he obtained a 2 X 1 victory and went on to the finals against Adriana Kostiw, who beat Mariana by 2 X 0.

The finals were held in Brazilian-made boats that are very similar, with a change occurring after the first race. João Hackerott showed his experience after his 2nd place in the Brazilian Nationals and beat Adriana by 2 X 0. João and team will represent Brazil at the 2009 Worlds.

All were very pleased with the outcome, and match racing in Lightnings is a great event which attracts the young and many female sailors looking to prepare themselves for match racing.

Customers, Friends and Family,

We are pleased to announce the formation of Dieball Sailing!

After years of helping the big lofts promote their brands, my talented group of sailing professionals and sailmakers will be helping grow the sport of sailing through our newly formed Dieball Sailing group.

In 2001 I bought Greiner Sails, which had been operating as an independent loft since 1966. With the help of a dedicated staff, I took this successful independent loft and joined forces with North Sails in 2002 and then Quantum Sails in 2005. As the industry changes, we have stayed focused on our commitment to build high-quality sails and accessories in our Toledo, Ohio, facility. We have learned a lot in the past eight years and plan to put that knowledge into all of our Lightning products.

Dieball Sailing will still remain a full-service sailing establishment. Our primary focus is, and always will be, sail-making. We will offer many accessories that will enhance your overall Lightning sailing experience. Quality products, with a commitment to outstanding service!

Thank you for your continued support!

Skip Dieball

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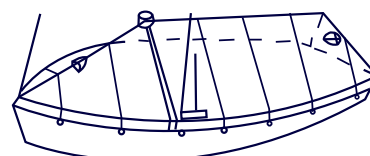
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Forwarded to the Class office by Mark Kaplan who is in Riva del Garda, Italy, for a medical conference. Quite a sight!

Magnus Pedersen Regatta Metropolitan District Championship

Justin Coplan

There are some regattas where the wind blows a steady ten knots from one direction all day. You know what to expect going into it, and there are no big surprises throughout the day. The Metropolitan Districts/Magnus Pederson out of Nyack is definitely NOT one of these regattas. This was more of an 'expect the unexpected' regatta.

Saturday morning greeted the sixteen competitors with a five-knot northerly and a flooding current (moving northward). It was just enough to lure the fleet out to the river for the breeze to then shut down. After a little bobbing, a light easterly came up and a course was set.

This pattern would soon become the theme for the day. The first race was a three-leg windward leeward and saw a lot of turn over between the top four boats. From the mix Jim Crane came out in the lead, finding a bit of pressure on the left side of the last beat. We finished second, followed closely by Dan Thompson (Boat Grant Recipient!) and Bob Sengstacken.

During the sequence for the second race the wind took a hard right and came up from the south. The race was called back, and the course was shifted around again. By the real start of the second race, the wind had notched up to a beautiful eight knot southerly. We won the second race after finding consistent pressure farther out on the river than the boats that played it closer to the shoreline. We were followed by Gary Hurban in second and Jim Crane in third. By the end of the race, the wind had clocked further right to a south westerly, and the speeds had dropped down to 'light and variable.'

Despite the hopeless looks and glassy water, PRO Charlie Davidson played it patient, and the fleet went back to another round of the waiting game. Just before 4:00 it looked like the day's racing was over. It wasn't until the A flags were literally in the hands of Charlie Davidson and a handful of boats had started making their way back out to the club that a solid ten-knot southerly came out of nowhere and quickly filled in across the river. To the disbelief of everyone just five minutes earlier, we would get two more races that afternoon. Jim Crane would go on to win the third race, and we won the fourth.

After a long day on the water and four races, Jim Crane lead the regatta with seven points, and we were a point behind. With a very dubious forecast for Sunday, all we could do was spend the night hoping for enough breeze to get another race in the next day.

It was another overcast day Sunday morning with a threatening look of rain. But there was also just enough wind to once again to drag everyone out to the race course and give it another go. It was a five-knot southerly that could only have been sent by our lucky stars to give us the chance we were looking for. We won the pin while the wind was in a left phase, with Jim Crane right on our hip. From there we worked our way up through the patches of pressure to round the top mark in first.

But we were not home free yet, as the little wind we had was getting progressively lighter by the moment

and threatening to leave us—drifting the wrong way as the current was sucking us back to windward. Soon the whole fleet was spread out across the river looking for hints of pressure and current relief.

Here our spinnaker trimmer, Alex Feldman, carried us to victory by keeping his cool through the whole run and keeping the constant flow of communication going. We slowly made our way to the leeward mark and turned back upwind with the welcoming sight of the committee boat heading to the windward mark to shorten the course. We crawled back upwind to win the race. Jim Crane, resilient as ever, finished second to tie our scores up at nine points.

By the time the whole fleet had finished, we had fallen back into another round of the waiting game. After a half hour had passed, the water became a glassy calm, and the clouds started dropping a light drizzle. This time no breeze would come back up, and eventually the races were called.

By the end of the weekend, the Hudson had once again delivered a series packed with interesting racing. After everything was said and done, we were tied for first with Jim Crane, but we won the tiebreaker with our three first places to his two. In third place was local Bob Sengstacken, followed by Jon Schwartz and Dan Thompson.

I would like to thank all the boats who traveled to Nyack for participating in this year's Magnus Pederson, as well as the extremely patient PRO Charlie Davidson for taking the long haul and waiting for the wind to fill, Fleet 75 for running a smooth regatta, and also my phenomenal crew, Alex Feldman and Mike Carney, whom I could not have done without. We are looking forward to seeing you all at Sodus Point this year!



*Boat Grant Team: Dan Thompson's crew
Austin Kana, Jamie Landi*

Magnus Pedersen Regatta
Metropolitan District Championship Race Results
Nyack Boat Club, Nyack New York
June 13–14, 2009

Pos	Districts Pos	Sail	Skipper	Crew	Club	Ttl	R1	R2	R3	R4	R5
1	1	14036	Coplan, Justin	Mike Carney, Alex Feldman	Nyack	9	2	1	4	1	1
2		15380	Crane, Jim	Kelly Crane, Brenda Crane	Noroton	9	1	3	1	2	2
3	2	14888	Sengstacken, Bob	Daniel Zitin, Dick Leonard	Nyack	20	4	4	2	7	3
4	3	14786	Schwartz, Jon	Don Schon, Paul Krzenski	Shrewsbury	30	7	8	6	5	4
5	4	15406	Thompson, Dan (2009 Boat Grant Sailor)	Austin Kana, Jamie Landi	Seneca Lake	30	3	7	7	3	10
6	5	15367	Harrington, George	Art Gurrerz, Eric Habze	Red Bank	32	6	6	3	4	13
7	6	15365	Watts, Dave	Robert Watts, Ian Sanderson	Red Bank	33	5	5	5	6	12
8	7	14073	Hurban, Gary	Peter Fernberger, Henry Fernberger	Nyack	38	8	2	9	12	7
9	8	15093	Hurban, Joan	Judy Hanlon, Peter Jadrosich	Nyack	48	15	9	8	10	6
10		14942	Moyer, Dick	Helen Moyer, John Dpenbrock	Riverton	50	12	14	11	8	5
11		15055	Hutchinson, Hugh	Marc Venables, Jamie Perkins	Riverton	50	9	11	10	9	11
12	9	14277	Beck, Eric	Ann Beck, Chris Frackiewicz	Nyack	56	13	10	14	11	8
13	10	15059	Mayo, Stephanie	Bill Mayo, Paul Fishkin	Nyack	57	10	13	12	13	9
14	11	14363	Decker, Larry	Jan Crittenden, Shea Thorvaldsen	Nyack	69	11	12	16	14	16
15	12	15319	Parietti, Dan	Ronald McCormack, Minsoo Sung	Nyack	73	14	16	13	15	15
16	13	15356	Avenia-Prol, Rachel	Bob Prol, Anne Kochendorfer	Nyack	76	16	15	15	16	14



*Justin Coplan wins the Districts two times in a row.
Justin is a Boat Grant Alumni from 2008 and the proud new owner of 14036.*



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

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

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

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

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

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Dixie District Championship

Allan Terhune

The 2009 Dixie District Championships were held this year at the Southern Maryland Sailing Association in Solomons Island, Maryland. Solomons is a great shore town with many hotels, bars and places to hang out. Twenty-one boats attended the regatta, which was down from previous years, but the racing was close and everyone had a good time. The SMSA RC was greeted to not so stellar conditions on Saturday, lots of light air and current. Jon Guth and team sailed a great race to win the first race by a good margin. There was a delay between races for the RC to wait for the wind to fill in. The wind was light for Race 2 and our team had a great start to win the race. The wind died as the race ended and we called it a day.

After the races, many of the sailors left the club for a dip in the pool at the Holiday Inn before the dinner at SMSA. After a few pools drinks, we had a good dinner at the club, where Todd Johnson displayed his "world championship" ability at some beer bottle game. I don't even know the name, but it was rather entertaining. After the good dinner at the club, some people went to the famous Tiki Bar in Solomons and others headed back to the pool at the hotel. It was a fun evening for all.

Sunday brought good Breeze and three fun races. New District Commodore won his first Districts race, sailing a perfect 2nd beat in the race he won. Congrats to Jay!

We had a great battle with Steve Constants in the 2nd race of the day, resulting in a photo finish with some intense match racing between the two boats the entire downwind leg to the finish. It was an amazing finish.

SMSA did a great job hosting the event and everyone enjoys sailing in Solomons. If you get the chance, I highly recommend sailing there, it is a beautiful place, with a great town and nice sailing venue. Good Luck to everyone who is headed to the NAs ,and see everyone at the summer and fall regattas in the Dixie District!

Thanks again to my team of my wife Katie and Collin Kirby. They do a great job as always, and we had a lot of fun.

2009 Dixie District Championship Southern Maryland Sailing Association

Sailed:5, Discards:0, To count:5, Entries:22, Scoring system:Appendix A

Rank	Boat	Sail#	Helm	Crew	Club	R1	R2	R3	R4	R5	Total	Nett
1	Damnit Katie	15353	Terhune, Allan	Terhune, Katie; Kirby, Collin	EYC	2	1	2	1	1	7	7
2		14548	Guth, Jon	Rich, Peter; Hamida, Martin	SSA	1	4	5	4	7	21	21
3	Bella	15240	Constants, Steve	Johnson, Todd; Constants, Chloe	SSA	3	2	8	2	6	21	21
4		14044	Wardwell, Charlie	Bidwell, Collin; Prior, Danielle		4	9	4	8	2	27	27
5	Shadowfax	15142	Alsalam, Nabeel	Deleo, Stefano; Huzway, Craig	PRSA	5	3	3	9	9	29	29
6		15131	Phelan, Patrick	Adams, Jen; Debrenecat, Brian	HdGYC	7	5	9	3	13	37	37
7		14425	Crockett, Chris	Keen, Melinda; Rutler, Michael		6	6	15	11	4	42	42
8		14581	Friebele, Joe	Johnson, Laura; Kugler, Lisbet	SSA	11	11	6	6	10	44	44
9		15024	Werner, Jason	Millar, Jen; Dodd, Heather	EYC	9	12	1	12	11	45	45
10		14074	Prior, Trevor	Offer, Gary; Goldstein, Jen		12	10	7	13	5	47	47
11		15101	Septembre, Sam	Davis, Brett; Barton, Liv	SMSA	10	24.0 OCS	13	7	3	57	57
12	Girlfriend	14800	Meiser, David	Meiser, Jacki; Meiser John	SMSA	15	15	11	10	8	59	59
13		14566	Gallagher, Frank	Williamson, Jill; Kuhn, Jeff	PRSA	14	7	10	15	14	60	60
14		15118	Mikell, Starling	Wild, Cathy; Compton, Tom	SYC	19	13	14	14	12	72	72
15		15386	Boaz, Mark	Zeglis, Katie; Boesenecker, Aaron	SSA	16	8	19	16	17	76	76
16		14222	Roberts, Russ	Guenther, Len; Smith-Morris, Kate	PRSA	13	23.0 DNF	18	5	18	77	77
17		13872	Cosler, Jason	Cosler, Kim; Smith, Dan	SSA	18	14	12	19	19	82	82
18		15311	Dillard, Jim	Morris, Justin; Morris, Elizabeth	PRSA	8	24.0 OCS	17	18	16	83	83
19	Permanent Accessory	14028	Behrens, Don	Feusahrens, Devon; Spicuzza, Brian	SMSA	17	23.0 DNF	16	17	15	88	88
20		15228	Thompson, David	Thompson, Barb; Calvin, Catherine		20	23.0 DNF	20	20	20	103	103
21		14024	Urbani, Lee	Deal, Gary; Manley, Joe	RHYC	21	23.0 DNF	23.0 DNC	23.0 DNC	23.0 DNC	113	113
22			Becker, Geoff			23.0 DNC	23.0 DNC	23.0 DNC	23.0 DNC	23.0 DNC	115	115

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Lightning Class Youth World Championship

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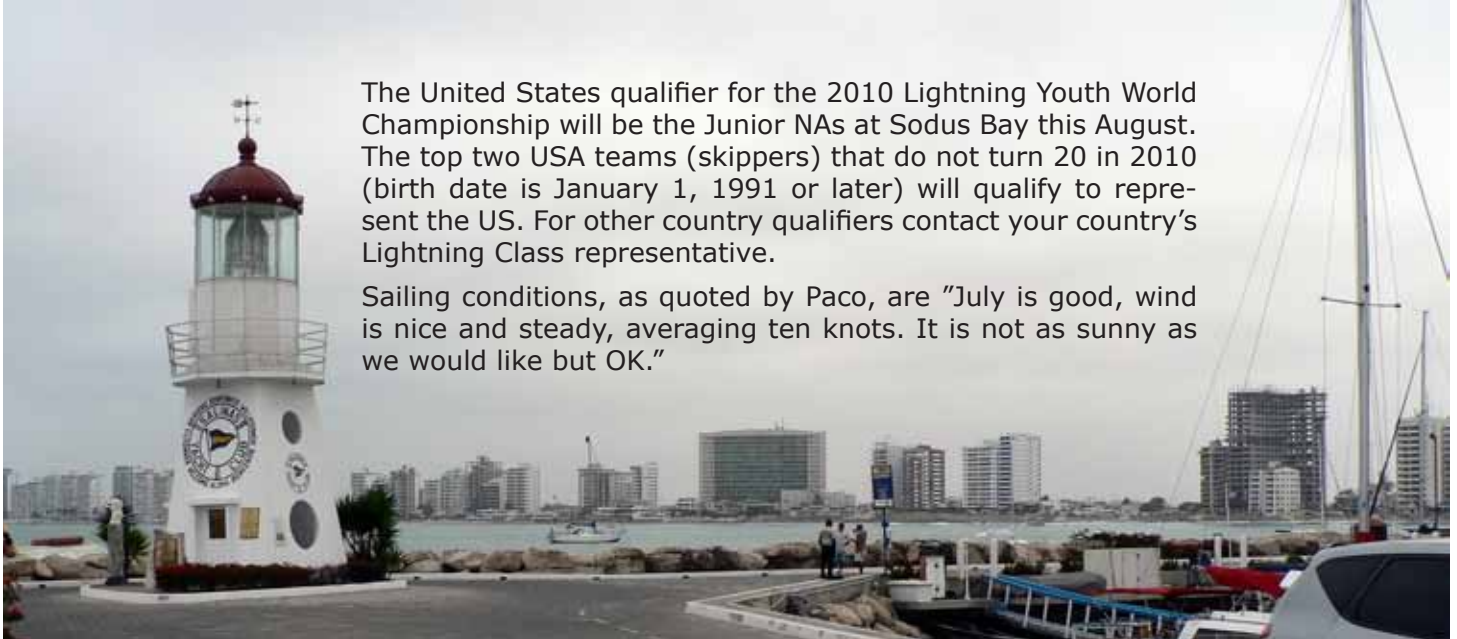
Lightning Fleet 405

July 19–22, 2010



The United States qualifier for the 2010 Lightning Youth World Championship will be the Junior NAs at Sodus Bay this August. The top two USA teams (skippers) that do not turn 20 in 2010 (birth date is January 1, 1991 or later) will qualify to represent the US. For other country qualifiers contact your country's Lightning Class representative.

Sailing conditions, as quoted by Paco, are "July is good, wind is nice and steady, averaging ten knots. It is not as sunny as we would like but OK."





Classic Lightning

Bob Astrove — astrove@hotmail.com

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

There is a lot of activity in the world of "Classic Lightnings." Joel Thurtel is compiling his old and often quite humorous, "adventures in wooden boating" Flashes articles into a book. Long time Lightning sailor, Franz Schneider of New Jersey, is about to unveil his recently-restored woody (6296) at this year's Wooden Lightning Get Together (July 24, 25, 26) in Syracuse New York. I've also heard rumor that another long time Lightning sailor, Fred Mertes of the Annapolis and Rehobeth Fleets, has just restored an 8000 series woody and will be joining the fun.

Just yesterday a gentleman from Anderson, South Carolina, delivered an old Lightning that had been in his father's garage for 40+ years to Corky Gray's boat shop in North Carolina. Corky (long time SE district sailor) will be doing the restoration work. But Corky doesn't just work on old boats. The nails talk to Corky, he researches everything and has to feel the boats history before he can do the work. Turns out this boat used to belong to Ted Turner (Americas Cup, CNN, Atlanta Braves, Time Warner, Jane Fonda— that Ted Turner—the same guy our Lightning Class yearbook from 1959 refers to as "young Teddy Turner.") I've been promised a future Flashes article on the restoration of this boat.

As for myself, Pandora (7603) is having a great year, even winning several fleet races. Unfortunately, I went out on June 7, after two weeks of flooding, and raced through the Potomac River debris fields. I hit a few submerged trees, garbage cans, etc.—I've spent the past three weekends fixing the old woody.

But in this month's article I wanted to address an issue that plagues "Classic" Lightning owners—Stepping the Mast. As a group, we don't do it often and don't get the routine down that so many racing sailors have. For the racing Lightning sailor, it seems so easy to put your foot over the end and stand it up. One guy on the deck, bing bang, boom, up, over, down and done. But the old wood masts are much heavier and much less stable as you try to wrestle them through what is often an even smaller hole in the deck.

Last week David Thompson (15228 and 32) sent me a description and photos of a prototype rig, still under development, that attaches to the trailer. Aad Rommulese (7108), from California, sent me some photos of a mast tabernacle rig for his Lightning which required cutting the mast into two pieces. More articles may follow on both of these efforts. Dale Johnson (6889) has also detailed a method using an extension ladder connected to the back of his mini van.

But in responding to these ideas and the basic problem of making stepping the mast easier, I did a little research. This is certainly not a new problem to the Class! I pulled my suggested solution out of the "Manual for Lightning Skippers" published in 1946. Following is reprinted from that book. A solution as good today as it was 63 years ago.

Stepping and Removing a Lightning Mast

Robert Brow, Skipper of Alice No 717

Originally published in 1946

The drawing of a tripod for stepping the Lightning mast is almost self-explanatory. You will note that the bolt through the top which ties the three legs together serves as a hinge and allows the legs to open or fold—accomplished by making the holes on the outside legs slightly cone shaped with the larger opening on the inside.

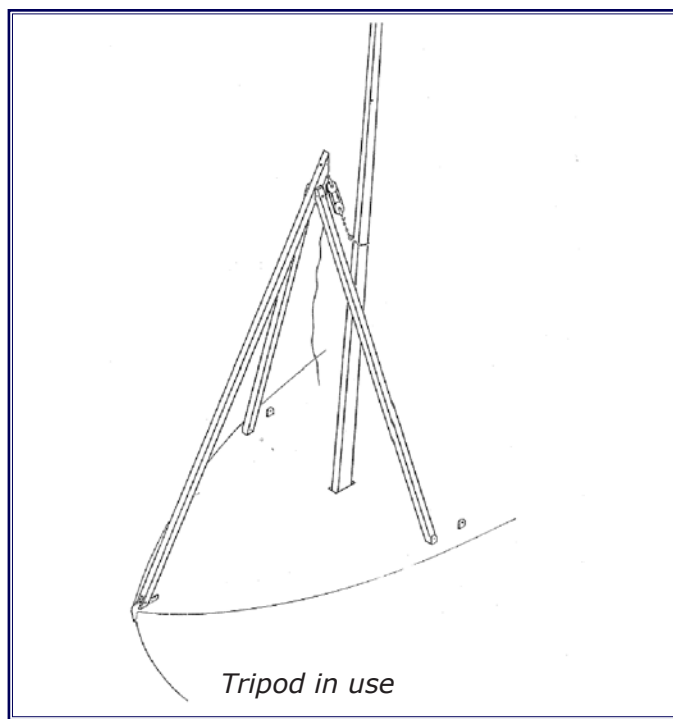
You will note the bottoms of the two outside legs are cut on an angle to conform to the deck surface and rest inside the chain plates to which they are bolted. The front or center leg is also cut on an angle at the bottom to conform to deck when extended, also notched to slip over the nose plate and bolted in this position with bolt extending through jib shroud hole in nose plate. The bottoms of the outside legs may be felt padded to protect the deck.

The other parts required are a small double tackle block with approximately 50 feet of rope. The eye in the upper block is bolted to an eye in the top of the center leg; the lower block should have a hook in it. A piece of 3/8" or larger rope with an eye splice in each end is also required, just long enough to make a noose around the mast with one eye extending through the other about 2 inches. The extending eye is made fast to the hook on the lower block of the tackle.

The procedure in erecting is to lay the mast lengthwise of the boat while the foot of the mast at the bow of the boat and the top of the mast extending over the stern. The rope noose

should be slipped around the mast at a location which, when erected, will allow the bottom of the mast to clear the deck by a few inches. One person pulls steadily on the tackle, while another straddles the foot of the mast, holding it down, and at the same time carrying the bottom forward as the mast nears vertical position. When over the mast hole, it is then carefully lowered in place. The reverse of this procedure is used to take the mast down. Be sure, however, that the rope noose is fastened around the mast just low enough to allow the bottom of the mast to clear the deck when raised.

You will find this tripod a good investment for any fleet. It has been used by this writer with wonderful results. It is fast, simple, and inexpensive and eliminates the dangers involved by top heavy masts getting out of control. Any good grade lumber may be used. The writer used white pine with good results.



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Frost Wins the 2009 Texas Districts

Clarke Newman



Last year, we had the promise of ten boats and ended up with six. So we knew we had gained on it when we had ten confirmed, with the possibility of seventeen boats. We ended up with eleven boats attending this year's Texas District Championships. Four of the boats were from out of town. If you count the team from Mexico that is based at our club, we had five out-of-town boats.

We did what we had to do to get Jeff Camiel on the line after his boat fell off the hoist at a regatta three weeks ago and was seriously damaged. Jeff ended up sailing my Dad's boat. We had hoped another crew from Houston might come up and use it, but we were glad we had a boat for Jeff to use.

Among the out-of-town crews was Larry Frost, Jr. from New Orleans. As always, he had Chance Miller up front. However, his normal middle crew was not available, so Robert Grandstaff filled in. Crit Currie and Bill Baxter came down from Memphis. Ian Edwards, with his wife Lindy and Kelvin Cates, came up from Houston.

This regatta was the third of six stops on the new Southwestern Circuit. The first stop was the Southern District Championships, and the second was the Hernando de Soto Regatta in Memphis.

The regatta started on a sunny, very hot day. We had plenty of wind, but it was still hot and humid. The first race got under way cleanly, with the leaders working up just left of the rhumb. At the windward mark, Frost was first, followed closely by Arolo de Rienzo and Team Newman, which consisted of myself, my sister Deanna and Kelson Elam.

Some good downwind work got us in front by the leeward mark. We battled up the middle on the second beat, rounded about a boat length in front of Frost, who, in turn, was a length in front of de Rienzo. Sensing the wind clocking towards the end of the second beat, we decided to gybe set, which broke us free by several boat

lengths. Unfortunately, about a minute later, Kelson called out to see if I had the starboard tackler going up wind. I said, "No!" Kelson said, "Hard Up!" I turned, but not enough (I still had no idea where they were.). The end of my boom hit their forestay, and the mainsheet wrapped around their bow. I'm here to tell you that that slows you down in a hurry!

By the time we got the chute down, cleared the mainsheet, which somehow got wrapped around my tiller, and did our circle, we were in third place. I was pretty mad at myself because I hit a boat in the first race while in front last year. I couldn't believe I had made the same stupid mistake again, and it would come back to haunt us.

The morning race was finished in a quickly dying breeze. Frost was first, de Rienzo was second, we were third, and Crit Currie was fourth. On a very hot Texas summer day, a dying breeze usually spells trouble, but the breeze picked back up to 10-15 in the afternoon.

The second race began with Frost getting away pretty good. We were deeply buried after I let my starting hole close up. We broke away right while the fleet went left. As soon as we had some pressure to work our way back left, we bailed out. At that point, we were dead last. Working a few small righties up the middle, we climbed back to fourth by the first windward mark. Frost was first, followed by Baxter, Currie, and Peter Doncaster, who didn't seem too traumatized from our collision.

We worked deep down the middle of the first run and rounded third behind Frost and Baxter, both of whom went right. We tacked immediately and started working some increased pressure up the left side. At the second windward mark, we were second—about three boat lengths behind Larry. Shadowing Larry's breeze the whole way down, we worked to within about a boat length. Again, we immediately tacked to starboard. Frost tacked about ten seconds later, but that made the difference.

We were clear of the wall of boats coming down under spinnaker. Larry was not so lucky. He had to slug it out in the shadow of five different boats, and that gave us the edge we needed to get to a big lefty. We were able to cross and consolidate. We ended up first, having come up from last, Frost was second, Baxter was third, with Doncaster right behind them. The win was very satisfying, but I gotta start better.

We started the third race really well, which kept me from going nuts. We worked the pressure and the shifts and got away for a wire-to-wire win. John Womble had worked well up the left on both the second and third beats to take second, with Frost third and de Rienzo finishing fourth.

At the end of the first day, we were a point in front of Frost, with de Rienzo seven points back. It was shaping up to be a battle between Larry and myself. We had a great dinner and live entertainment. There was free rum, courtesy of our regatta sponsor, Don Q. They also gave us tee-shirts to give away. What a bargain for \$25!

Sunday dawned with stronger, more even breezes. It was definitely shiftier than it had been the day before. Saturday was all about working through the significant differences in pressure across the course. Sunday, was about staying on the lifted tack.

Again, my start was less than stellar, but we got away cleanly in the middle. Larry nailed the start a bit closer to the pin. He worked left of the middle, and we worked right of the middle. Both of us were working close to the rhumb line and getting out from the fleet. At the windward mark, we were about forty feet in front of Frost and the rest of the world about ten lengths back. We battled in our own little world the rest of the race.

We had worked out on Larry a bit in our tacking duel up the last beat, and I thought we had things well in hand. At the finish, Larry was coming across on port, and we were clear on starboard. A big patch of pressure to the right sucked us into tack right in front of Larry instead of crossing. A lefty came in before we got to that right pressure, and Larry got it before we did and lifted up inside of us. Holy cow! If we had just gone another boat length before we tacked, we would be ahead by two points with the tie breaker in hand. Instead, we were tied going into the last race. Three boats were OCS at the start, and that really jumbled up the finishes. Jeff Camiel finished third, followed Bill Baxter.



The last race again saw us get away from the fleet almost immediately. We battled back and forth, with us leading most of the way. Down the last run, Chance told Larry to gybe away about a third of the way down. We did not go with them because it seemed to hurt them significantly. We were working out on them pretty well.

However, in the last quarter of the leg, Frost got some pressure and angle that just made it impossible for us to get back to the inside. We rounded the last leeward mark inches off the stern of Frost. This time, we just could not work around them. Larry finished first for the well-deserved win, we were second, de Rienzo was third, and Doncaster was fourth.

The OCSs in the fourth race factored heavily in the final results. Bill Baxter, with his crew of Rich Hall and Crawford Miller, quietly sailed their way to a third place finish. Larry, Chance, and Robert sailed very well. They didn't make the mistakes we made. We lead every race and only one two of them. If I had avoided Peter in the first race, the whole regatta would have had a different complexion, but I didn't. I have to quit making the big mistakes that cost us regattas.

Everyone had a great time though. The races were well-run by our PRO Brian Morgan, who was constantly moving marks to keep the racing fair. I think we saw Code Flag "C" six times in five races. This regatta was our first to host since we moved back to Rush Creek. I think I speak for everyone who attended when I say that this regatta was vastly superior to last year's. We had more boats, better facilities, and real racing on a big body of water.

This District Championships was the first I have sailed since I started sailing again in 2006 that had the feel of district regattas we had when I was a kid. I want to thank everyone for the work that they did. Bill Biermann, John Womble, and Ann Ramsey worked especially hard to make the event the great regatta that it was.

I also want to thank all of the out of town boats. Larry had not been to RCYC since he was a kid, and I think he was impressed. We hope that we can build on this great regatta next year and get us up to around twenty boats.

We hope to see as many boats as possible show up for the fourth leg of the Southwestern Championships in Jackson, Mississippi, in October. See you there!



View from the Back of the Fleet

Bill Biermann

Captain, Fleet 435, RCYC, Heath, Texas

The Texas Districts were held at Rush Creek Yacht Club the second weekend of June. District Commodore, Clarke Newman, submitted a very nice regatta report to the Class office and I am not about to detract from his report.

That said, I have noticed a quirk about the typical regatta report to the Class. The reports are always from the winners, event organizers, or an officer of the Class. The focus is always on the conditions and how the winners won. No offense guys and gals, but there are a greater number of us "also rans," and we too like to see our names and photos in print.

The View from the Back of the Fleet is for all the new Lightning skippers, crew and the less skilled among us. Send me your ideas for articles to benefit or brag about the back of the fleet. I may be reached at: wrbiermann@yahoo.com.

I'm starting with the Texas Districts of 2009. We had a large showing for our Districts and three of the top four finishers were out-of-town skippers. While Clarke Newman wrote a nice regatta report, the big news from Texas was in the middle and back of the Fleet.

The subject of that news is the two newest Lightning skippers in Texas qualified for their first NAs. Peter Doncaster has crewed on Lightnings for a number of years, and he finally broke down and bought his own boat. Peter has translated all that crew experience to the helm quite well. He and his crew were consistent throughout the Texas Districts, taking 5th overall.



Jeff Camiel, what can I say, but congratulations!! We're a couple of old catamaran sailors, and its nice to see one of us figure out how to set a chute. I introduced Jeff to a Lightning last spring, and the smartest thing I did was let him drive my old Eichenlaub. Four months later, Jeff bought John Womble's 14045 and has been getting tougher to beat each week.

John Womble helped me find another Texan to love my old Eichenlaub, and I traded up to 14964. We sailed our best regatta yet. The second to last place finish doesn't reflect it, but we were in the thick of things most of the regatta. Beth Richard was tough at the start, as always, but you can't take on water and stay with the fleet. We hope to find the leak and make repairs to her boat before the next regatta. Beth is an asset to the Lightning class and is a much better sailor than her last place finish reflects.

The Lightning Class is alive and well in Texas. We have new skippers, new crew, and we are upgrading the equipment. The new skippers are a hungry group, eager for competition, and trying to build a new regional circuit.

Welcome new skippers and crew into the Lightning family as you meet them at regattas. Remember, the back of the fleet needs your attention too. We may not have funds for new boats, new sails every year, or to travel to all the big multi-weekend events. Tend to the needs of the back of the fleet and recognize our efforts. We are the heart and sole of a Class built around families.

I hope to receive many ideas for articles to help, encourage, and celebrate the small victories at the back of the fleet.

<div>   <div> 2009 International Lightning Class Texas District Championships June 13-14, 2009 Rush Creek Yacht Club Heath, Texas </div> </div>										
Skipper	Crew	Crew	Boat Number	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points	Final Position
Larry Frost, Jr	Chance Miller	Robert Grandstaff	USA 15211	1	2	3	1	1	8	1
Clarke Newman	Deanna Newman	Kelson Elam	USA 15360	3	1	1	2	2	9	2
Bill Baxter, III	Rich Hall	Crawford Milling	USA 14488	6	3	6	4	5	24	3
Aroldo de Rienzo	Luis Gerard	Pablo Guzman	MEX 14975	2	6	4	12/OCS	3	27	4
Peter Doncaster	Ann Ramsey	Rod Favela	USA 13703	7	4	7	5	4	27	5
Crit Currie, Jr.	Tim Ryan	Batton Kaenon	USA14666	4	5	5	6	8	28	6
John Womble	Ginger Armstrong	Amy Anderson	USA 14817	5	7	2	12/OCS	7	33	7
Jeff Camiel	Ralph Bilnowski	Denise Earnst	USA 13806	9	10	8	3	9	39	8
Ian Edwards	Lindy Edwards	Kelvin Cates	AUS 15362	10	8	9	7	6	40	9
Bill Biermann	Justin Austin	Tim Warren	USA 14964	8	9	10	12/OCS	12/DNS	51	10
Beth Richard	Teresa Richard	Caroline Woodbury	USA 10275	11	11	11	8	10	51	11
Five Races with no Throw Out. Eleven Boats Competed										

Ohio District Championship

Matt Fisher



Winning Fisher Team

The Ohio Districts were held at Clearfork Reservoir in Mansfield, Ohio, June 20 and 21. The regatta was hosted by Mansfield Sailing Club and was very well run by Chris Clarke and Tom Varley.

Saturday morning started with a torrential thunderstorm, but by noon the skies cleared. The storm had passed bringing beautiful sunny skies for the nineteen competitors. But the strong winds that are often associated with a thunderstorm, and then usually drop after the storm passes, did not drop. The first race started in 15-20, and it was the lightest race of the day. By the end of the day, after a couple capsizes per race, there were several puffs over 25 in each of the four races.

I was able to sail with Abby Ruhlman and my wife Lisa. Both Abby and Lisa have impressive fitness routines and we were able to battle the conditions. We won two of the four races of Saturday. We were fourth at the end of the first day. Dave Werley and his daughter Emma Werley and Greg Maras easily won the day with 4,1,3,1. John Werley with Bertie and Katie were second, and Vic Maras and his sons Adam and Cameron were third. It was great to see Vic sailing so well on Saturday, aggressive and fast. Of the nine people in the three boats in front of us,

all of them had a last name of either Werley or Maras; Pymatuning and the Werley and Maras families were well represented. All three of these boats were very comfortable in the puffs which, from my estimate, hit 30 a couple times.

On Saturday evening our hosts put on a wonderful pig roast which all of the competitors enjoyed. Sunday dawned warmer and much much lighter, to the delight of most. We were able to get a 2nd and a 1st to win the regatta. Dave finished 3rd and 5th to finish a solid second. John Werley was third, Vic Maras was fourth overall, and Steve Weeber with his wife Donna and Stan Cummins in fifth.

At trophies John Werley, the defending District Champion, made a presentation to introduce the new winner's trophy as the George Fisher District Championship trophy. All of the past Champions will be inscribed on a base, and the bowl will be perpetual. I didn't know that this was the plan, and it was very heartfelt and appreciated that the District would make this kind of acknowledgement of my dad and his contributions to the District. My Dad sailed in the District for over 60 years, when it also the Ohio-Indiana District. He won probably fifteen of the Districts over these sixty years. I used to kid him that the District was called the Louisiana Purchase District when he first won.

He didn't laugh hard at that either, but he definitely used to hold the Districts event in high regards and would have appreciated the efforts and the quality of the event put on by the Mansfield Sailing Club.



John Werley Team

Ohio District Championship

Mansfield Sailing Club, Fleet 150

June 20-21, 2009

Boat#	Skipper	Crew	Club	R1	R2	R3	R4	R5	R6	Total	Finish
15045	Matt Fisher	L. Fisher, A. Ruhlman	Hoover	1	9	1	4	2	1	9	1
15112	David Werley	E. Werley, G. Maras	Pymatuning	5	1	4	1	3	5	14	2
15015	John Werley	B. Werley, K. Werley	Pymatuning	2	4	2	3	5	10	16	3
14546	Victor Maras	A. Maras, C. Maras	Pymatuning	4	3	5	2	9	8	22	4
15317	Steve Weeber	D. Weeber, S. Cummins	Cowan	10	10	3	5	4	2	24	5
15172	James Taylor	C. Taylor, G. Auer	Cowan	11	2	7	WD	1	4	25	6
15000	Tim Werley	B. Werley, S. Maras	Pymatuning	3	5	10	DNS	6	6	30	7
13726	Bill Buckles	N. Ireland, B. Koinis	Edgewater	6	14	6	6	10	3	31	8
15191	Eric Brandt	B. Young, R. Grasebert	Leatherlips	8	7	9	DNS	7	11	42	9
14067	Bob Shutt	Z. Austin, J. Shutt	Mansfield	15	11	8	7	14	12	52	10
14897	Kurt Andrews	J. Andrews, M. Mirarchi	Leatherlips	12	6	DNS	DNS	12	9	59	11
14420	Dean Caley	K. Caley, K. Sees	Pymatuning	13	8	DNS	DNS	11	7	59	12
12593	Robert Baumgartner	Not available	Pymatuning	DNF	13	12	DNS	8	14	67	13
14390	Jim Stone	E. Auer, M. Calabrese	Mansfield	14	12	11	DNS	15	16	68	14
14952	Tom Varley	J. Varley, K. Varley	Mansfield	7	DNS	DNF	DNS	13	15	75	15
14885	Doug Blackburn	L. Blackburn, A. Sees	Pymatuning	16	DNS	DNS	DNS	16	13	85	16
14421	Sean Dillon	S. Dillon, K. Varley	Mansfield	9	DNF	DNS	DNS	DNS	DNS	89	17
14824	Chris Clarke	D. Clarke, M. Buchanan	Mansfield	WD	DNS	DNS	DNS	DNS	DNS	100	18
14957	Ryan Ruhlman	Not available	Pymatuning	DNS	DNS	DNS	DNS	DNS	DNS	100	19





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Connecticut/Rhode Island District Championship

Bill Healy

On June 20 and 21, twenty Lightnings sailed for the CT/RI District Championship at the Niantic Bay Yacht Club in Niantic, Connecticut. To say the least, conditions were equally tricky both days. Also, of high note was the level of competition. Four past Lightning North American Champions were sailing in the event, as well as one Etchells World Champion and five past Collegiate All Americans! The competition was awesome!

Day One started with the dreaded combination of zero wind and lots of fog, allowing competitors to catch up with each other after a long winter. Finally after lunch, the Committee sent us out in a steady but light easterly. Two races were completed in very tricky current and a dying breeze by the finish of race two.

Bill Healy, sailing with his brother Tim and Meredith Killion, came away leading for the day with a 1, 2, followed by Dave Peck sailing with Neal Fowler and Joy MacDougall with a 5, 1 and Ched Proctor, sailing with son Charlie and Jay Mueller, with a 3, 3. The fleet enjoyed a great dinner at the club with some fantastic hors d'oeuvres, courtesy of Nina Peck.

On Day Two, the fleet set out to the course in a cloudy 5-10 knot Nor'easter, forecasted to build to 15-25 by 2:00 PM. After four general recalls caused by a rowdy crowd and a favorable upwind current, the fleet was greeted with the black flag.

The next start was clean—very clean. Grant Boat recipient Don Thompson scored the bullet, followed by Peck and Proctor. Races four through six were a blur, as the wind incrementally increased for each race. It was a terrific battle for the top three spots, with Healy, Proctor and Peck allowing for some fun as the wind increased but involving some spastic downwind sailing. It was gusting close to 25. It's not very often when you need to completely luff the main and ease the jib to keep the boat on its feet!

In the end, Bill, Tim and Meredith prevailed over Dave, Neal and Joy, who finished second with Ched, Charlie and Jay finishing third with a race to spare. Don Thompson was fourth with two bullets. This is probably one of the best Grant Recipient performances to date. Umpteen time district Champ and past NA Camp Jim Crane, sailing with brother Bill and daughter Kelly, were fifth.

NBYC did a fantastic job and pulled out the big guns for RC work. In total we had three past Commodores in the RC boat and as PRO and one as Regatta Chair. Their work was flawless to say the least! See you at the NAs!!



Niantic Bay Yacht Club, Fleet 85

June 20-21, 2009

Pos	CT/RI	Boat #	Skipper	Crew	R.1	R.2	R.3	R.4	R.5	R. 6	Total
1	1	14950	Bill Healy	Tim Healy & Meredith Killion	1	2	5	1	2	2	8
2	2	15215	Dave Peck	Neal Fowler & Joy MacDougall	5	1	2	11	3	1	12
3	3	14821	Ched Proctor	Jay Mueller & Charlie Proctor	3	3	3	3	4	3	15
4		15406	Dan Thompson	James Landi & Austin Kana	9	7	1	6	1	5	20
5	4	15380	Jom Crane	Kelly Crame & Bill Crane	2	14	6	2	5	6	21
6		15132	Brian Gibbs	Mike & Beth	15	6	9	5	7	7	34
7	5	14719	Bill Bogardos	Jarrett & Alyson	11	17	11	8	6	4	40
8	6	14417	Don Barrett	Donna & George	6	15	8	4	11	DNS	44
9	7	14819	Eric Heller	Danny & Leland	8	8	4	16	13	11	44
10		15093	Joan Hurban	Peter & Judy	7	4	12	9	16	DNS	48
11	8	15171	Josh Goldman	Chuck & Christine	12	10	10	7	10	DNS	49
12	9	15400	Tim Millhiser	Jeff & Chip	17	12	7	12	12	9	52
13		14073	Gary Hurban	Mike & Adrian	13	5	14	17	8	DNS	57
14	10	12069	Bill Sebestyen	Tim & Laura	4	11	18	10	18	DNS	61
15		14866	Bill Mauk	Adam & Amy	14	13	13	13	15	8	61
16	11	15051	David Howe	Campbell & Bert	18	16	16	15	9	10	66
17	12	15130	Chris Vann	Len & Amy/Ken	10	9	15	19	14	DNS	67
18	13	10801	Neil Hayes	Todd & Paula	20	18	17	14	17	DNS	86
19	14	14055	Jeffrey Stack	Bob & Sebastian	16	20		18	19	DNS	94
20	15	14848	Dan Hertzner	Jen & Jerry	19	19	19	20	DNS	DNS	98

Celebration of Spring Regatta

Newport Yacht Club—Fleet 77

June 5–7, 2009

Place	#				Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	14821	Ched Proctor	Jay Muelier	James Barnash	1	1	4	2	1	9
2	15406	Dan Thompson	James Landi	Austin Kank	5	3	2	5	3	18
3	15250	Dan Pope	Jonathan Pope	J.J. Pope	4	2	3	4	6	19
4	15164	Jed Dodge	Bill Dodge	Sarah Costich	2	7	5	6	2	22
5	14298	Mark Sertl	Katja Sertl	Nick Sertl	6	6	7	1	4	24
6	15205	Bob Wardwell	Mike Healey	Ainsley Thomson	3	4	1	13	5	26
7	15255	Richard Hallagan	Kathy Wild	Rick TenEyck	7	5	6	10	7	35
8	15279	Bob King	Justin Demore	Marcus Costich	12	10	9	3	8	42
9	14968	Mark Fleckenstein	Rebecca	Deborah Arehart	8	14	11	9	11	53
10	15272	Mark Grinder	Kelly Papke	Jeff Kuhn	17	9	10	8	13	57
11	14849	Clay Murphy	John Steiner	Eric Magnuson	10	13	14	11	9	57
12	15276	Philip Lange	Lori Foster	Alister Thomson	11	8	15	12	12	58
13	15121X	Logan McReynolds	John Kislinger	Billy Stuart	13	11	8	15	14	61
14	14321	Jack Jones	Barbara Hill	John Germain	18	15	12	7	10	62
15	14949	Landy Atkinson	Jillian Stokes	Gordon Wright	9	18	16	18	15	76
16	15246	Grahm Leonard	Ben Leonard	Ryan Revilock	14	16	13	16	17	76
17	15165	Alan McReynolds	Eric Shoenhart	Cindy McReynolds	15	12	18	17	19	81
18	15121	John Atkins	Kenny Sourspring	Dave Maier	16	17	17	19	16	85
19	12008	Travis Odenbach	Sara Elvy	Matt Richter	20	20	21	14	18	93
20	14580	Larissa Cox	Steve Cox		19	21	19	21	20	100
21	14799	Jesse Miller	Virginia Miller	Mary Lou Carlucci	21	19	20	20	21	101



Winners Celebration of Spring Regatta—James Barnash, Ched Proctor and Jay Mueller



*Boat Grant recipients who participated in the Celebration of Spring Regatta
Austen Kank, Dan Thompson, Linnhe Thomson, Graham Leonard, Ainsley Thomson, James Landi*

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Lighthouse Regatta 2009

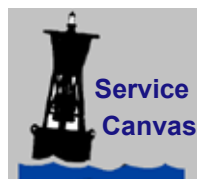
Todd Wake

The mercury had trouble getting past 50 degrees, and it rained on and off all weekend, but that didn't stop the sailors at the Lighthouse Regatta. A total of twenty-eight boats competed in the multiclass event. Thirteen Lightnings were joined by seven Buccaneers and eight Inland 20 scows. Three Lightning teams came all the way from Thunder Bay, Ontario. It was probably snowing up there, so they were reveling in the balmy weather.

Winds were out of the E-NE from 5-20 both days. If you have ever sailed in this part of the country, you know that any wind from the east is not going to be steady. PRO Dave Bronson, Mike Elmergreen and the rest of the hearty RC volunteers had their hands full trying to set a square course. The up and down shifty wind and square Lake Winnebago chop kept things interesting. Three races were held on Saturday. Race two featured a course change that Pete Orlebeke was smart enough to recognize. He won the race. Some of the rest of us followed Bill Faude, like he was the Pied Piper, around the wrong mark. Not smart sailing! Race three was won by Tobi Moriarty sailing with Dan and Alina Moriarty. It was Alina's first out of town regatta, and she was probably wondering why they left 80 degree weather in St. Louis for this, but she was tough and sailed hard all weekend.

Sunday had about the same weather, lousy. We were hoping for six races and a much needed throw out. Sunday was a good day for us, and somehow we managed to eke out one-point win. Bill and Tobi tied for second, with Bill winning the tiebreaker. Pete Orlebeke and defending champion Richard Walsh tied for 4th with Pete's 1st in race two breaking the tie. My crew included my wife Kristine, Lynelle Reak (Saturday) and Jake DenBoer (Sunday).

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Lake Winnebago, Fond du Lac, Wisconsin

June 6-7, 2009

PI	Sail #	Skipper	Crew	Crew	R1	R2	R3	R4	R5	R6	Total	Total
1	15390	Todd Wake	Kristine Wake	Lynelle Reak	1	14	4	1	1	3	24.00	10
2	15260	Bill Faude	Mary Corkell	Jared Drake	4	9	2	2	2	1	20.00	11
3	15364	Tobi Moriarty	Dan Moriarty	Alina Moriarty	2	14	1	3	3	2	25.00	11
4	15158	Pete Orlebeke	Kim Orlebeke	Tony Orlebeke	5	1	5	4	5	6	26.00	20
5	15064	Richard Walsh	Tina Walsh	Alex Cox	3	2	3	8	4	14	34.00	20
6	15167	Bill Gibson	Steve Jenkins	Erin McRenolds	7	4	8	9	8	5	41.00	32
7	14516	Lorrie Walsh	Katrina Oostveen	Tina Corness	6	5	6	7	9	8	41.00	32
8	14106	Craig Pomeroy	Crystal Pomeroy	Abbey Pomeroy	9	3	7	6	11	14	50.00	36
9	14938	David Stix	Mark Wessel	Jen Bogardi	12	14	9	5	7	4	51.00	37
10	14499	Ross Bailey	Brian Cox	Julia Bailey	10	6	11	10	6	7	50.00	39
11	15301	Kathy Lindgren	Denise Cornell	Matt Z	8	14	10	11	10	9	62.00	48
12	13818	Joel LeMahieu	Greg LeMahieu	Paul LeMahieu	11	8	12	14	14	14	73.00	59
13	15119	Ric Larson	Eric Larson	Lori Jost	13	7	14	14	14	14	76.00	62

Bay City Regatta

June 20–21, 2009

Chris Princing

The regatta was pretty light on numbers but made up for it in fun. The wind and seas state were odd and the RC work needs some polishing, but thank goodness we had RC people and they need to be heralded for spending their time for us.

Saturday there were three races. I cannot speak for the other boats, only from my perspective on board Scrappy, and I am being reminded that I am usually wrong. The winds were from the northwest and west most of the time. They started out more NNW and backed until the start of the second race and then oscillated a little bit. There were a lot of one-jibe runs; in fact, I think the only boats to jibe were Ludwig and Mike Welch, and he came out of it with a Walleye in his ear.

The winds came up on two occasions Saturday—out of nowhere with a velocity to 18 or 20 knots. It made things interesting, as did the start of the second reach, errr, I mean race. We felt Scrappy was pretty quick all weekend and tried to give Ernie and John McCree a run at the top spot. They were both faster than us when the wind died a little and left that awful chop behind. Fun to see McCree work his magic in that stuff; he just dusted us off and he won race two. Ernie showed he still has wheels, as he won races one and three. All three races were pretty close among the top two, with us just a little behind.

Saturday night was beer under the tent and then dinner at the club with Joe. If you missed it, you missed it. It was really a special night. After dinner I had four guest stay the night at Jennifer's house. Ernie and his team and Jon Banner came over to help me drink beer. If Sunday morning was any sign, success was achieved.

Sunday morning was foggy, and there was fog on the ground as well as no breeze. They sent us out, and sur-

prise— there was breeze. After some miscommunication, RC finally got us off in our only race of the day. The wind was really light and from the northwest again. The sun was out and the water was flat. By the time the lead boats got to the weather mark, the wind had almost completely shutdown. We opted to run a little lower than the two leaders and Jim Schofield. It paid off right at the end, with Scrappy bringing home a victory in race four. Back to shore for more beer.

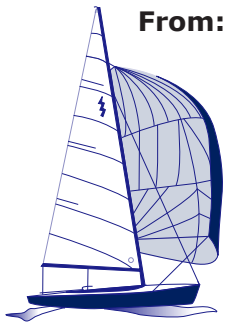
The regatta was won by 14880, followed by 14323. Both teams sailed very well and look to be tuned up for Districts. We had fun on 14937, and it was a pleasure sailing with Jenn and Bill Coberly. It was also fun to see Cabin Boy back on a boat. Hopefully he can make it out a little more than he has so far. Thanks to all of the people who bought raffle tickets and to Joe Shotwell for the keg. Joe Dissette, Joe Shotwell, Award & Sports and Justin Dey each donated \$50 towards Fleet 216 and the 110s for a dock box and other gear to help run our races. Thanks to them.

Hope to see all of you in Tawas.

Results		
Place	Skipper	Total
1	Ernie Dieball	5
2	John McCree	8
3	Chris Princing	10
4	Chris Jacobson	20
5	Terry Hart	23
6	Jim Schofield	25
7	Mike Welch	27
8	Gus Dey	27
9	John Johnson	35



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

Classifieds

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15309 Nickels, All white, like new boat. Sailed minimally one season and stored indoors during winter. Full trailing covers. Mooring cover. Galvanized trailer with aft jack stand, spare tire with mount and mast supports. Adjustable jib leads. JCD tiller extension and universal. Tack tick Micro Compass. Quantum sails and spin. Boat is in Cincinnati, OH. kirkpg@gmail.com. 513-271-2913

15083 2001 Allen, winner of two World Championships, three Southern Circuits, and more. Aqua deck, white hull. Bottom professionally faired and maintained. New 2009 Allen mast, with spare 2005 Allen mast, full covers, no sails. \$16,800 firm. Available after the Vermont Worlds; can deliver on East Coast in late September. Jeff Linton, 813-254-3455 aslinton@aol.com

15057 Allen - White hull and deck, very good condition, new minimum weight rudder, Super Spars tapered spin pole, Plastimo compass, North M-5 main, 5A+ jib and R-2 spin all in like new condition, set of practice sails, Allen galvanized trailer with wide bunks and mounted spare, top travel cover (or one piece envelope travel cover), skirted mooring cover, rudder cover and mast cover. Pictures available. \$13,900. Norwalk, CT. Contact David Howe, dhowe66@gmail.com (914) 319-4836

15024 Nickels - Fast boat, well maintained and upgraded. Bottom clean and fair. No damage history. Custom Guck Rudder. Tacktick compass. Full trailer covers and mast cover. 701 lbs. Upgraded hiking straps, all Nickels upgrades from the shop, upgraded lines, 100% race ready. One full set of sails (North Fishers new 2007 NA's) included. Kept indoors when not racing! \$12,500 Jason 410-688-8431 jwerner@claimsbridge.com

14947 Allen: This boat is essentially new. No gelcoat cracks and one small chip on the bow. Rigged with all the options. Wood rudder; 2 Proc. mains (one old - one fleet racing); 3 5A+ jibs (one old, one fleet and one district), 2 spinnakers (RC1 - backup; RC2 old); FabriCraft two piece traveling covers and mast cover; Cover for dry storage; Allen trailer with extended tung and spare tire with trailer attachment \$15,000 Carter Utzig 704-334-6435 or 704-904-7943 c-utzig@carolina.rr.com

14933 Nickels. Looks new. All white hull, light gray non skid, minimum weight rudder. All the latest controls plus lots of extras-including covers and new tack tick compass, 2 suits North Fisher sails. Nickels galvanized trailer, long tongue, wide bunks, tires like new, new bearings with buddies and bras and mounted spare (WAS MY CAROUSEL 34) \$12,900. Photos available I also have many other preowned Lightnings. Call to see what's in my barn. Contact Joe Disette Mich. 989-631-2133 disettesail@chartermi.net

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

14825 Nickels. White hull, grey deck. Fast boat in excellent condition, just won Southeast Districts. Galv trailer, two piece travel, mast and rudder covers, and mooring cover. New boom, hiking straps and running rigging upgrades in 08. Good racing sails with one practice suit by North. Minimum weight with 10lbs correction weight. Ready to race and win! Price reduced to \$8900 Terry Tyner terry.tyner.bkd9@statefarm.com 803-240-7300

14768. Allen. White/grey deck. A proven winner. Totally race optimized. Great fast boat. 2 sets of North's (Proctor's). 1 R2 spi/1 good Ullman Spi. Trailer redone with new tires/hubs/rims. New Vermont trailing cover (1 piece/used 1x). Lots of spares and extras. Boat is in Montreal, but can deliver across the border if needed (NY or VT). E-Mail for pics or to talk about it. Asking \$9,500 US. Anthony Staples 514-288-2615 Staples@formulagrowth.ca

14702 Nickels. White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. New M-5 main used once, jib and spin used, ss board. All controls on foredeck. Jib halyard on centerboard trunk. Spin halyard at center board trunk or skipper. With new shock cord she's

ready to race and win! 7,500. Sam Booke sbooke@hotmail.com 704-358-0407, Charlotte, NC.

14652 (1994 Nickels hull) is "race ready". 1 jib and 1 main well used, 1 jib and 1 main club raced, 2 chutes club raced, 1 main excellent condition (delivered fall 2006, light use during summer of 2007) and 1 spinnaker never used. Galvanized trailer, Trailer cover (good condition), Dry mooring cover (average condition), Tack-Tick Micro Compass. Price is \$8,500. Very clean boat always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

14650 Intermountain. Rare composite hull, stiff and light, white hull with grey deck, hull awlgripped in '08, stainless board, 700lbs with correctors, sails from North and Shore, new hiking straps, new Sailors Tailor cover, new lines-sheets, tapered spinnaker pole, new rudder and tiller bags, mast cover, Nickels galvanized trailer with wide bunks, ready to race, \$8750, located in Toronto, Ontario Canada, Phil 416-779-0857, pjager@htxgroup.com

14395 Nickels, excellent condition. Two sets of sails: M-5 main and jib new this year, good Fisher second set; two spinnakers; TackTick compass; all race equipment; galvanized trailer with mast support and light bar; cover. At Washington Sailing Marina. \$6,500 Photos available. E-mail RWilbur@starpower.net or call Bob at 207-389-1066

14287 Nickels, White hull with green and red boot stripe, grey deck, good condition, fast and race ready. SS centerboard, 700-705 lbs, updated deck layout with forward cleat banks and twings. Always dry sailed and stored indoors in winter. Full trailering, full deck and mast and rudder covers. Trailer in good condition. Two sets of Fisher main and jib and one spinnaker. \$4000 Located in Dayton, OH. Contact Steve or Donna Weeber at 937-657-1888 or email to drsweeber@hotmail.com.

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

13370 Eichenlaub. Mint green hull with white deck. It comes with 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some TLC but will clean up nice. Comes with a trailer and a lifting bridle for boat hoist. \$2500. Boat is located in Nashville, TN. 615 400-9534 alighting@aol.com

13218 Lippincott, White Hull w/Boot Stripe, 2 each main/jib, 1 spinnaker, PA registered trailer and green mooring cover, REDUCED TO \$1950. Contact Ken Kuzdro, Lancaster, PA, Phone 717-394-9196, e-mail kenk@tahconstruction.com.

13211 Blue hull, 2 sets of sails, new stainless steel centerboard, comes with steel trailer. Delaware. Price \$1,750.00 call 201-745-5940.

12938 Mueller, white with blue stripe, professionally restored and looks great, oval spars and standard controls, North Jib, Main & Spinnaker, ready to sail. Freshly painted trailer with new tires and wheel bearings. \$2,900 Contact Joe Disette MICH 989-631- disettesail@chartermi.net

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

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

11078 Allan. Full set of sails. Stainless Steel Centerboard. Compass. Boom Tent. Lifting Bridle. Custom Trailer. Mast Replaced. Clean Glass Hull. Beautiful Condition. This boat is from the Great Lakes Region. Must See! Asking \$2,200 Make an offer! Phone: 401.749.3165 Email: babym13@netzero.com

11072 Mid 1960's vintage. Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.). main sail, jib sail and two

spinnaker sails. Includes trailer with jack stand. Located in Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME 04917

11000 Allen "Thermis XI", White Hull, Powder Blue Deck, Ready to sail, Built 1970 +/-, with trailer, includes two main sails, two jibs, two spinnakers, spinnaker pole, rudder, tiller, stainless steel centerboard, mast, boom, located at The Buffalo Canoe Club, Ridgeway Ontario, Canada, Contact David Fedak 716-570-7918, Email davidfedak@mac.com \$2,950.00

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

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

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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net

5918 Wood Lightning needs to be restored. All hardware, two sets of sails, one spinnaker and trailer \$500 Edward Whiteman, Morehead City, NC ewhiteman@embarqmail.com H 252-726-8556 C 252-269-0717

5314 mahogany Lightning. There is some dry rot, around the center well and at the bow and the old wooden mast is completely delaminated and rotted. free for the taking. It sits on an old trailer that probably will have to have some work to move it. Rick Hamilton, Chincoteague, VA 23336 H - 757-336-3661 C - 757-894-0144 rickhamilton@verizon.net

2777, "Jackie Sue", a Skanteateles boat, was last sailed approximately 1960. She has been stored inside since then. I believe all the gear and sails to be original. bow lights and hand operated pump. Except for some dock rash on her transom and some dings and gouges I consider her in exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. Unless someone wants to turn her into a show piece, I would think minor touch up, soak her and sail her. More pics available. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

1022 1949 Lightning "woodie" needing a full restoration this 100 % complete project includes two sets of sails, one spinnaker, spruce mast & boom, mahogany rudder and trailer. \$1,000. Cincinnati, OH. For more pics @ info please contact Erik @ 513-484-7724 or erik@vapstudio.com

I have lovingly restored **Lightning No.754** by building a double plank cedar bottom, cedar plank sides and cedar cuddy top. This work was done using West System epoxy (only, no fiber glass) to make the restoration permanent. The boat has been stored indoors. There is work to do since she does leak at the seams to the original center board truck... \$1500. Phone (607) 722-2739 or email jsheerz@binghamtonwireless.com

Classified Advertising Policy for ILCA Flashes & website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.