



International

Lightning



Flashes

October/November, 2009 Volume 69, No.9

Skip Dieball Wins US Sailing's Championship of Champions Regatta!



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For many One-Design classes, one of the high points in their annual schedule is the National Championship. I had the great fortune to win both the Interlake Nationals (hosted by Grand Traverse Yacht Club) and the Highlander Nationals (hosted by North Cape Yacht Club). Both of these events were very well run and fun!

The wins meant that I could submit an entry form for the US SAILING Championship of Champions. To get into the C of Cs you not only have to win your class' Nationals, but you also have to be accepted. The organizers have an application process that is a little more formal than years past. I was excited to sail in this year's event, as it was going to be held in LIGHTNINGS!!

In early September I got word that I was accepted into the C of Cs. I immediately contacted my Lightning team that I've sailed with for a long time, Jody Swanson-Starck and Tom Starck. We've been to Europe, South America and nearly everywhere in North America together and we ALWAYS have fun. Though we'd be sailing out of our normal positions, it would be great to sail in a boat that we knew so well...and more important, have fun with two great friends.

When I saw the preliminary entry list, I was in awe! There were World Champions, Olympic Sailors, Americas Cup Sailors, and, of course, a handful of Rolex Yachtsmen of the Year. In some respects I was excited to meet

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I am constantly amazed at how much is happening on a daily basis within the ILCA. While many of our members have put their boats away for the winter, there is still a tremendous amount of work (and buzz) happening within the Lightning World. In, literally, one 24-hour period recently I saw the following items cross through my email inbox:

- Victor Lobos is elected as the 5th Executive Committee member;
- Boat Grant Program applications are being accepted;
- The NORs and NOS for the NAs, Worlds and Southern Circuit are being finalized;
- US Lightning representatives are working with US Sailing on selection criteria for the US Pan Am trials;
- The PanAm Games country selection process has been approved;
- The yearbook editor is soliciting content and organizing fleet reports;
- The Class is organizing a session in Buffalo to teach folks how to measure a Lightning;
- Yearbook fleet reports are due;
- Three regattas were held;
- A third container is being sent to Australia full of four new boats to start a new fleet;
- Another container is being organized to go to Chile;
- A container is leaving Boston today for Finland;
- Jan and Steve's daughter is getting married in their house (our office!) on New Years Day;
- Jan needs time off to dress shop, find caterer, flowers, etc.

It is all so mind boggling, time consuming, exciting and exhausting!! I am so grateful that we have so many en-

thusiastic members who are passionate about the ILCA and are willing to donate their time, energy and expertise. Sometimes I wonder how it all gets done!

The holidays are fast approaching, and it is that time of year where we can sit back and reflect on the year's events and be thankful for all that we have. It is also a time of year where we make lists and ask Santa to bring us really cool things. Here is my list of things I want for Christmas, and, as it is the season for giving, feel free to step up and grant any of my Christmas wishes:

I want:

1. All registered fleets to submit their fleet reports for the yearbook, and I want this gift early. Like by the first week in December!
2. All our current members to renew their membership in January. This helps the office run more efficiently, which makes Jan happy which makes ALL of us happy!
3. Every current ILCA member to convince a boat owning, non-member to join the ILCA in 2010.
4. To sail more and sail better (perhaps more better) in 2010.
5. The yearbook shipped by April.
6. All our members and their families to be healthy and happy.
7. To finish painting my house.
8. A jackpot winning Powerball ticket.

On a final note from me and my family, we want to wish everyone in the ILCA a happy and healthy holiday season and a prosperous New Year.

Brian, Kelley, Olivia and Brian Jr.



The United States Sailing Foundation is pleased to award the Lightning Class with a Sailors' Grant for \$2,000 to send the Class' top two U.S. boats to the 2010 World Youth Championship.

YEARBOOK DISTRICT AND FLEET REPORTS ARE DUE DECEMBER 1

Please send full resolution photos as attachments. Do not embed photos in your report.

International Lightning Class Association
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Official Notices

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

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

Proposed Change to the By Laws:

ILCA By Laws

ARTICLE VIII – RACING RESTRICTIONS

PORTABLE EQUIPMENT

a) Mandatory

i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. **The line shall be 3/8 inches (8mm) in diameter. It shall be made of Nylon or Dacron. Exotic materials or polypropylene are not acceptable. This line is to be a safety line to serve as towing as well as anchoring line.** Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.

Victor Lobos (Chile) has been elected by the ILCA Governing Board to serve as the fifth member of the Executive Committee for 2010.

US Sailing Center Sheboygan Announces 2010 Schedule

SHEBOYGAN, Wisconsin — US Sailing championships and a Grade 1 women's match racing event are the highlights of the 2010 US Sailing Center Sheboygan event schedule, released this week.

The US Sailing Men's Championship for the Mallory Trophy and the US Sailing Women's Championship for the Adams Cup will be held September 22–25 in Sonars for men and **Lightnings for women.**

Check out the entire schedule at the US Sailing Center Sheboygan Web site:

<http://www.ussailingcentersheboygan.org/n-eventsup.php>

Attention US sailors — Register as a Sailor Athlete

US SAILING and the One-Design Class Council need to identify all one-design sailors who qualify as a Sailor Athlete in order to maintain one-design representation in our national governing body. The only way we can do that is if we can identify and count you.

The Sailor Athlete Council represents sailor's issues that come before US SAILING. By registering you will be able to nominate and then elect the sailors who will serve on the Council. The more one-design sailors who register, means the more votes we can cast ultimately giving us a greater voice within US SAILING. If you qualify by sailing in your class national, North American or World Championship, please register now (see ILCA website for sailor athlete definitions).

- It's quick.
- It's easy.
- It won't cost you anything.
- It won't obligate you to do anything.
- It won't reveal any deep dark secrets that are not already available somewhere on the web.

What it WILL do is to make sure that you as a one-design sailor are added to the list of qualified sailors at US SAILING. Your athlete designation will automatically appear in the US SAILING electronic directory. You may update it at any time.

All you need to do is go to this site and follow the simple directions. You must be a current US SAILING member to register.

Register now: <http://www.ussailing.org/sac/athletes/register.asp>

October 21, 2009

International Lightning Class Association Accepting Applicants for the 2010 Boat Grant Program

The International Lightning Class Association (ILCA) is accepting applications for the fourth year of its incredibly successful Boat Grant Program, which puts race-ready Lightnings into the hands of young sailors who might otherwise not have the opportunity. The deadline for the 2010 program is December 31, 2009. Applications can be found at:

<http://www.lightningclass.org/racing/boatGrant/index.asp>

The ILCA class website also has reports and video from past years' grantees, as well as additional information about the Lightning Class.

The ILCA Boat Grant Program provides each recipient a top quality racing Lightning with trailer, practice and racing sales, insurance, help with regatta expenses, and support from an established Lightning sailing mentor. The program provides young sailors, students, or those just beginning their working careers, who can't afford to buy and campaign a competitive three-person dinghy like the Lightning, with all they need to sail against some of the best racers in the world.

The Boat-Grant program started in 2007 when Lightning Class volunteers Allan Terhune and Bill Fastiggi proposed a bold strategy for attracting and retaining young sailors to the Class. Why not, they asked, give a young team of sailors a boat for a season and let them experience what the Lightning has to offer? Fastiggi and Terhune were awarded U.S. Sailing's One-Design Leadership Award in 2007 for developing and implementing the ILCA's Boat Grant Program.

The program started modestly, with a single boat, but quickly grew to four boats in the first year. By the second year, the Lightning Class funded five racing boats and a "developmental" boat designated for local racing. Lightning builders Nickels Boat Works and Allen Boat Company have provided the use of new boats for the Grant Program. Sail makers North Sails Vermont Sailing Partners, Dieball Sails, and Quantum Sails have provided new sails as well as practice sails for the teams. Members of the Class have generously donated sails, boats, all kinds of gear, as well as cash donations. "The Lightning community has enthusiastically embraced and supported the Boat Grant Program beyond our wildest dreams," says ILCA Treasurer John Faus.

For 2010 the ILCA Boat Grant Program will be headed up by volunteers Bill Fastiggi and Debbie Probst, both long-time Lightning racers. Debbie says, "This year will be especially competitive as we are going to grant only three boats. We look forward to having more time to dedicate to introducing the teams to the Lightning community and helping them plan their summer of racing with the Lightning Class."

Interested applicants should start on their applications now. This is a competitive application process, for a once-in-a-lifetime opportunity. As written by 2009 recipient Graham Leonard, summing up the program: "Throughout the summer my girlfriend Eliza, brothers Ben and Andy, and I have been continually excited by the competition, welcomed by the community, inspired by the spirit, and humbled by the generosity of the Lightning Class. It felt like home from the very beginning. Everyone we encountered was willing to do almost anything to not only get us out on the water, but also help us to go faster once we got there. The passion that Lightning sailors have for their boat and their desire to have even more people sail them is contagious. I know that we've caught it and cannot wait to help bring in the new generation next year. Our heartfelt gratitude goes to everyone in the Class. This has truly been an amazing experience."

Many top sailors spent a lot of time racing Lightnings when they were young: Andy Horton, Jay and Jody Lutz, Greg and Matt Fisher, Tim Healy, Brad Read, Ken Read, Dave Dellenbaugh to name a few.

Additional information on the program can be found on the Lightning Class website:

<http://www.lightningclass.org/racing/boatGrant/index.asp>

Contact Information:

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Class Office: phone 303-325-5886 or email: [office@lightningclass.org](mailto:office@lightningclass.org)

Bill Fastiggi: [bill@vtsailing.com](mailto:bill@vtsailing.com)

Debbie Probst: [DebbieKayProbst@comcast.net](mailto:DebbieKayProbst@comcast.net)

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Boat Grant Recipient James Morton

As the summer of 2009 comes a close and we return our Lightning grant boat, my crew, Kyle Fast and Jay Greenfield, and I look back on the experience and feel very satisfied with our Lightning campaign this summer. When applying for the Boat Grant, we knew if we were to win we would be racing in a highly competitive Class with sailors who know the boat astonishingly well. This summer proved our theory correct, and the exposure to this consistent level of sailing has certainly helped us all as sailors.

Our 2009 Lightning campaign started off with the Long Island District Championships at the Orient Yacht Club with a great breeze, and we were able to finish first over all. However, we would be protested after the racing and knocked out of first place over the decision I made to let both my crew skipper one race each. The next weekend we traveled to Toms River, New Jersey, for the Atlantic Coast Championships. We experienced some technical difficulties that sidelined us for the first day of racing. However,

that evening, with the help of Steve from the Allen Boat Company, we were able to make the necessary repairs and get ready for a second day of racing. Unfortunately, we never got the boat really moving, and our second day of racing was nothing to write home about.

Our next race was the North Americans in Sodus Point, New York. We were sailing in the second fleet. After placing 6th on the first race, we were never able to repeat the top place finishes we were looking for, but instead settling into midfleet finishes. Despite not achieving the results we wanted on the water, we still had a great time and got to meet a lot of very friendly and interesting people. We would like to thank everyone at the club who volunteered and especially the race committee. We would also like to thank those who put us up for a couple of nights and those who helped us with our rig. It was a superbly run regatta, and we had a blast despite our less than stellar performance.

The Lightning Boat Grant Program has given us a great summer of racing. It allowed us to run our own program for a summer, which we found to be a valuable exercise in the other aspects of sailing. For kids our age who normally end up sailing on other people's programs, it was a unique and wonderful experience. We would like to thank the whole Boat Grant committee for giving us this opportunity, especially Jan Davis and Debbie Probst for keeping us on track. We would also like to thank Dieball Sailing for hooking us up with a brand new set of sails for North Americans, and especially George Koch from Orient Yacht Club who served as our mentor. We were incredibly lucky to have him on our side and could not have possibly gotten a better mentor.



Boat Grant Recipient Graham Leonard

I think that I must've checked both my email and the ILCA website a few times every five minutes in the lead up to the announcement of this year's Boat Grant recipients. As time went on, my checking grew more and more frantic. I would play games with myself, closing my Internet browser completely and then immediately opening it back up, thinking that I would somehow be rewarded by taking a more "active" role in my waiting. Of course, this was not true, though I do now consider myself a Lightning Class website expert because of it.

But then the news came. We were to get a new Nickels. It was already at Allen Boat Company, just a few miles down the road from where I live, and ready to be picked up as soon as I could get insurance. I can't really imagine being any more excited than I

was at that time. And that was only the beginning. My team, Eliza Pope-Collins and Andrew Leonard, and and I hadn't even sailed the boat yet!

We would be fortunate enough, however, to sail the boat almost every weekend. From the luffing, rolling chaos of nearly sixty boats on the line at this year's windy Atlantic Coast Championship to cruising/drifting in Irondequoit Bay, we sailed in more places and against more people than we ever had before. There were times when we found ourselves doing quite well. Getting a good start with a clear lane is certainly a thrill. Of course, the good times on the race course were tempered by moments that were not so good—often in rapid succession. Being called over repeatedly when you've had that good start and are driving away from the boats around you is definitely not so fun. No matter what was happening in the race, though, all we had to do was think about where we were and what we were doing, and it was hard to stay frustrated for long.

Throughout the summer, my girlfriend Eliza, brothers Ben and Andy, and I have been continually excited by the competition, welcomed by the community, inspired by the spirit, and humbled by the generosity of the Lightning Class. It felt like home from the very beginning. Everyone we encountered was willing to do almost anything to not only get us out on the water but also help us to go faster once we got there. The passion that Lightning sailors have for their boat and their desire to have even more people sail them is contagious. I know that we've caught it, and I cannot wait to help bring in the new generation next year. Our heartfelt gratitude goes to everyone in the Class. This has truly been an amazing experience.

Special thanks to: The ILCA Boat Grant Committee, Jack Jones, Debbie Probst, Dan Pope, Steve Cox, Nickels Boat Works, Allen Boat Company, North Sails, the members of Newport Yacht Club and Lightning Fleet 77, Lightning Fleet 225, and every ILCA member.



Lightning Family News

ENAMAR's premises, boats and equipment (megaphones, wind finder, sailing signal flags, small weather station, compasses, windex, GPS, walkie talkie, etc) are worn out or missing. Also they need sails and replacement parts for Optimist, Laser's and a Lightning.

Lightning sailor Jan Aten hopes to move to Guaratuba and join Mr. João Camargo in his daily work, and help ENAMAR to offer sailing classes for local people who can afford to pay. He also will to do some clinics for the Lightning fleet which is beginning there. This is a chance to start using the Lightning as the school boat. At this moment they are looking for four (4) major sponsors, sponsors would have their company and brand logo in all school premises, equipment and sails of the boats. Those sponsors would also be mentioned in interviews and photos in the Brazilian sailing press.

Guara Nautical Project, Brazil

Looking for a worthy program to donate to? See below.

João Camargo is the Director of **ENAMAR**, and dedicates 100% of his time to ENAMAR and the Guará Nautical Project, with the support of Mr. Pedro Prosdócimo Jr., the founding sponsor for the project.

Many children who are in ENAMAR have suffered from involvement with drugs or come from families with a history of domestic violence. Last year some of the work was dedicated to handicapped children.

ENAMAR is facing difficulties at the moment as resources are scarce. There is a possibility that this project may not be able to continue due to lack of funding.



Projeto Guará Náutico

The **Guará Nautical Project in Guaratuba**, Brazil, is a project of ENAMAR – Escola de Náutica e Marinharia de Guaratuba, in Brazil, which promotes through sailing and canoeing activities, the social inclusion of children from 10 to 16 years of age, boys and girls, who are regularly attending public school.

Concept and Objectives

The basic concept of this project is to help children to discover their potential and discover their capacity to achieve unimaginable tasks considering their social and economic background.

Through sailing the children will learn team work, leadership, self motivation, logical thinking and decision making, responsibility, social skills, self esteem, and following established procedures. Teaching them to act with perseverance and courage is also a goal of the program.

In the classes much of the focus is on developing friendships, collaborating and the division of responsibilities. Safety on land and water are fundamental to teaching responsibility. Academic improvement is monitored and required for participation in the project and in the sailing teams.

How

ENAMAR and the project promote nautical and seamanship learning through practice of sailing, canoeing and seamanship. Students also receive information regarding environment, basic computing and professional orientation about the nautical industry and tourism. The courses are free for learners up to 16 years of age, with a 16 week program in 4 months with several groups.

All practical classes are monitored by instructors with auxiliary boats and all students are required to use life jackets.

Partnerships

ENAMAR and **Guará Nautical Project** accept children and adolescents from these institutions:

- REFAZENDA – a social institution for children from 9 to 16 years age who are orphans .
- PROERD – Programa Educacional de Resistência às Drogas e à Violência, a local community program dedicated to children from families with a history of drug use and /or domestic violence .



Sponsors

ENAMAR is a non profit civil organization so the financial support for the project is made by voluntary monthly contributions from associates and sponsorship from people and companies who donate cash, sailing boats and equipment, building construction materials and volunteer work.



ENAMAR - Escola de Náutica e Marinharia de Guaratuba

CNPJ (Federal Security number) 07.655.651/0001-69

Address: Rua Newton de Souza, 51
Guaratuba, Paraná State, Brazil

Website: <http://www.enamar.org.br>

Contact: Mr. João Camargo

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Crit Currie was 86 this Year and Passed Away this October 25th

Crit's involvement with Lightnings began in New Orleans in the early 1950s where the boat was recommended to him. Sailboat racing in the mid-south and Memphis was enjoyed only by a handful of enthusiasts at the time. As a tireless promoter of racing Lightnings, the sport flourished in Memphis, where the fleet grew to almost forty boats competing in seventy races a season. The Memphis fleet sailed on Arkabutla Lake, thirty minutes south of Memphis, where a sailing breeze came up most every afternoon, drawn from the surrounding cotton fields. After working with other fleets in Nashville, Kentucky, and southern Illinois, the Mississippi Valley Lightning District was created with Crit as its first Commodore.

Crit introduced hundreds to the sport, while promoting Lightnings through television appearances, boat shows and helping all comers find boats, crews and ways to learn and enjoy the sport. Crit often commented that his love for Lightning sailing came primarily through getting to know the people also enjoying the sport. Many will remember his annual appearances at the St. Petersburg Mid-Winters or the NAs, where Crit would pursue meeting and getting to know as many people as possible.

Traveling and competing into his seventies, Crit never passed up the opportunity to promote the sport. After winning the Tennessean regatta in Nashville one spring in the late 1990s, Crit spun a tale to the sports editor of the Tennessean newspaper about crossing paths with William Faulkner in north Mississippi during the 1950s. As the story goes, both were admiring each other's boats on Sardis Lake. "Billy" Faulkner exclaimed to Crit that he admired the Lightning as it was small and maneuverable. Crit quickly fired back that he liked Billy's boat because it was large and you could drink on it. As a result of this story, the regatta was a featured story above the fold on the front of the sports section the next morning, with the headline "Faulkner Pal Pens Winning End."

Other stories by and about Crit are a testament to his love for the people of the Lightning Class, which inspired him to make something of a sport seemingly out of place in Memphis, Tennessee. Please visit www.legacy.com and relate any stories you may have of Crit.

Brad Currie

News from Miami/Michigan Lightning sailor friend:

PIRATE ATTACK IN THE CARIBBEAN

Well-known Michigan racer Juan Pablo 'J.P.' Del Solar Goldsmith was the victim of a pirate attack aboard his Beneteau 47.7 Blu Interlude at the Honduran/Nicaraguan border. Here's his report:

"At 0700 on Monday, October 26, 2009, we were underway along the Nicaraguan Banks, about 16 miles off Cabo Gracias a Dios (15° 4.7' N, 82° 55.1 W). We were flagged down by a 25-foot green panga with four men on board. Some of the pirates were wearing paramilitary clothing. We slowed the boat down, then the pirates pulled shotguns and pistols and boarded us. At gun point, they tied up all three of us and took cameras, money, the dinghy outboard, watches, sunglasses, handheld GPS and VHF radios and cell phones. They were aboard for about 45 minutes searching the boat for valuables. The attack was reported to the Coast Guard at San Andreas Island, Colombia, on Tuesday October 27, 2009." — Latitude 38,

<http://tinyurl.com/yhds8rm>

Fleet 194 at Mission Bay Yacht Club to host ILCA Midwinters West and the Dinghy Venue for the San Diego NOOD Regatta

Fleet 194 is excited to announce we will be hosting two new Lightning regattas in February and March of 2010. The combination of these two events will comprise the CA Circuit Championship.

The ILCA Midwinters West will be held February 19, 20 and 21, with one day of bay racing and two days of ocean racing.

MBYC will host the first ever dinghy venue for the San Diego NOOD Regatta to be held March 19, 20 and 21. This will consist of three days of ocean racing.

These two regattas will be combined for the CA Circuit Championship. Any out of town boat wishing to participate in both events will be provided with boat storage at MBYC between the two regattas.

If you would like any additional information on either regatta, please contact Jeff Coppens at jeffcoppens@aol.com or Edna Johnson at kirkedna@aol.com.



—continued from page 1

and hang with these great champions, while on the other hand, I was really psyched to sail against them.

The format was for a full twenty-boat round robin. That's twenty races in two and a half days! The committee was optimistic but made it clear that they didn't want to ruin the experience of the event by cramming to get all the races in. In the end, they got seventeen races, which was a huge feat.

Our week started out slowly, as we finished the first day with a couple of deep races. I honestly don't remember what went badly in any of those races, as the racing was so tight all week. We were sitting 5th after eight races on the first day and felt reasonably comfortable with where we were. Greg Fisher (Thistle), sailing with Tobin and Dan Moriarty, had some good scores early and led Allan Terhune's team (Lightning) with Katie Terhune and Dave Perkowski as crew. Also having good races were Olin Payne's team (International FJ) from San Diego. Olin is a high school sailor and had some great crew on board helping him focus on sailing. Also scoring well was Stu Robertson's team (Lido 14). I know Stu from Thistle sailing. He's a great competitor, and we were happy he was doing so well. Augie Diaz (Snipe), Mike Martin (505), Paul Cayard (Mystery Guest) all had great races on the opening day and showed they would be mixing it up!

The second day things came together for us. All the boats were evenly matched, but we felt really comfortable with the boats we sailed. Maybe it was how they were rigged (i.e., spin halyard on the mast and off this skippers' tasks!). Whatever it was, we clicked as a team, got great starts and we were able to put together a bunch of top five finishes. At the end of Day 2, we were super psyched to learn that we moved to the top spot! Nothing like leading at the cocktail party!

Day 3 was more of the same for our team. No break-away wins but good solid scores to seal the victory. It was a very nice way to finish the event with a 2,1,3 on the last day.

A lot of the credit to our success goes to our TEAM effort. We've been sailing together for a very long time, and I'm sure that collective experience helped us get good, consistent finishes. Jody and Tom are incredible crew, but make no mistake, I am sure that our scores would have been the same if any of us switched jobs. Jody and Tom are both great Lightning skippers, and that experience, along with us switching jobs over the past decade, had our minds thinking of wind pressure and shifts, while mindlessly changing gears. All three of us have spent most of our lives sailing Lightnings too. Together the three of us won the 2004 Lightning North Americans in Buffalo. It was a HUGE victory then, and we sailed very much the same at Carlyle to win the C of Cs. They are great!

I huge thanks goes to both the Highlander and Interlake Classes. Their support of our team was incredible. Not only did they make getting to this event easy for us, but the well wishes and encouragement is a testament to the character of these classes. On behalf of our team, I thank you all!

Carlyle Sailing Association ran an incredible event. They had all the details covered, and the support of the many volunteers is greatly appreciated. Thanks to Matt Burridge, Rick Bernstein, Paul Hanson and the dozens of volunteers for being so generous with their time and making our week fun! Speaking of generosity, a HUGE thanks to those who loaned their Lightning to the event. All the boats there were really nice, and it made the event a success. Thank you!

2009 Championship of Champions

October 13–17, 2009
Carlyle Sailing Association
Carlyle, Illinois—Sailed in Lightnings
Paul White



Each year US Sailing invites twenty skipper competitors from the different one-design classes to compete against each other in a regatta entitled the "Championship Of Champions." These twenty skippers are selected from those who have won a national, international, or similar regatta within the last period. This period is usually the last year ending mid summer. Each year a different class of sailboats and a different venue hosts the C of C Regatta. In 2009 the Lightnings at the Carlyle Sailing Association acquired twenty Lightnings from twenty different Lightning Class sailors and hosted the C of C Regatta. Chet Turner, the 2009 Y National Regatta champion, was unable to attend, and I applied and was selected to represent the Y-Flyer Class, as Kay and I had won the 2008 Y-Flyer International Regatta at Sudbury, Ontario.

The regatta was managed with precision by Drew Daugherty, US Sailing Event Chairman, Matt Burrridge Regatta Chairman, Rick Bernstein, Regatta Publicity Chairman, Paul Hanson, Regatta Registration, and a huge cadre of volunteers. The regatta was also supported by three US Sailing Judges headed by Ted Beier. From the time we got there until the time we left, the many hours of planning and preparation had come to full blossom. The regatta began on Wednesday with registration in the morning, a show and tell of the Lightning and tips on how to sail it, and then several hours of practice sailing. Boat

rotations were determined as each team would sail a different Lightning for each of the twenty scheduled races. The winds for the practice race were in the low teens and coming down the lake from the north. This was a fetch of about ten miles, and the water was choppy and capping. The air temperature was in the mid 40s, and the sky was very cloudy and gray.

The race course for all the races was about 7/10 of a mile to windward, a windward offset mark, a mile to a leeward gate, and then about 3/10 mile back upwind to the finish. With the winds 10–14 mph for the entire regatta, each race took 20+ minutes for the first boat and about 25 minutes for all boats to finish. There were three Boston Whaler support boats with padding on each side. After each race, two competitors would sail to a Whaler, one to each side, where the sailboats would be held by the Whaler crew as the sailors would climb from their boat, across the Whaler, and then into the other Lightning for the next race. The Race Committee and PRO Bruce Thompson closely watched this boat changing, and as soon as all teams had changed boats, the timing sequence for the next race was started. Racing and the changing of boats only took about 45 minutes for each race.

Thursday morning arrived with the sky still a dark gray and the winds from the NW in the 10–12 mph range. We were bundled up, as the temperature was in the mid 40s. We sailed four races, broke for lunch, then sailed four more races. On Friday, the lake, wind, and temperature conditions were almost identical to those of Thursday. The RC sailed three races, broke for lunch, then sailed three more races. On Saturday, the clouds had diminished somewhat, and the sky was much brighter, with some patches of blue and now and then some shadows. However, the temperature was still in the mid 40s. The wind was the same direction and a bit stronger than Friday, and we sailed all three up for boat balance. The final windward leg of the third Saturday race was extended up to the weather mark, and regatta was called complete as the boats finished.

Pat Passafiume and Steve Roeschlein were my crew. Pat kept all of the spinnaker lines together and untangled, hoisted the spinnaker (the Lightning sailors call it the kite), and jibed the pole when we jibed the boat. Steve, with one foot on the centerboard trunk and the other on the side seat, flew the kite while standing. I sat on the windward side of the boat to heel it to weather to reduce rudder drag as I helmed the boat to keep it going almost directly down wind. Most Lightnings had the kite halyard cleat on or near the mast, and the front crew raised and released it.

A few boats were rigged with the kite halyard cleated at the aft end of the trunk. These boats required the skipper to hoist and release the kite. The more proficient teams had the pole up right after the windward mark and the kite up and drawing before the offset mark. On the down wind leg of the race, some boats jibed immediately after passing the offset mark and then again somewhere in the middle of the down wind leg. We usually bore off



Paul White and Christopher Williford

on a starboard run at the offset mark and would jibe somewhere in the middle of the leg and again after taking down the kite, just before rounding a gate mark to beat to the finish.

We had difficulty and were often passed as we sailed downwind. Our too-much-for-lunch, additional crew weight did not help and was not our only problem. More kite launching, flying, and dousing experience would have been very helpful. Most of the Lightnings had cross-

boat hiking straps and a hiking stick that was very long. As such, I sometimes stumbled on my hiking strap and fell as I tacked the boat, and I came home with many bruises to both legs from those falls.

In the first race, our kite was so tangled and hour glassed, we had to lower and re-hoist it. In other races, when we were driven over early and had to return to the start (OCS), fouled another boat and did circles, and tangled with the leeward gate mark, we lost too much time and finished poorly. However, we did finish 11th in the second race, 7th in the third race, the mid teens in some races, but almost last in the others. We did save our best finish, a 5th, until the last race of the regatta and were both elated and noisy as we crossed the finish line.

Pat, Steve, and I worked together very hard as a team and we sailed our best. We were disappointed that we did not finish better. Many of the twenty competitors in the C of C are some of the best sailors in the country. Just sailing with them gave us a feeling of great satisfaction. In the races we sailed well, we were very delighted when we beat some of these better sailors. When the regatta was over, we had beaten all of the top ten regatta finishers at least once, and the invited guest, America's Cup and Volvo ocean racer Paul Cayard, three times.

I am honored that I was chosen by US Sailing to be a competitor in the 2009 Championship of Champions Regatta. It was an experience that is easy to recall but very hard to describe and has given all three of us memories that will last forever. The Y-Class hosted the C of C in 1977, 1991, and again in 2006. In each of those years I loaned my Y to those regattas like the Lightnings were loaned for this regatta.



2009 Championship of Champions

David Spira

If someone had told me the I would be invited to sail at four Championship of Champions regattas in my lifetime, I would have replied that it was not possible. Who could have imagined that it would all lead to this.

Twenty Lightnings lined up on their trailers in two rows. On one side were the Nickels boats, including the Flack's brand new beauty. On the other side, there were ten Allens, including the recent world champion. All these boats have brand new North Sails and have been expertly set up to be equal by a team led by Lightning champion Matt Burrige. Somehow I felt as if I went to sleep in a Buccaneer and woke up in Lightning heaven. We were to now spend four days playing on these perfect sail racing machines, switching boats between every race out on the water against the twenty teams comprised of nineteen invited US One-Design championship teams and the "special mystery guest," Paul Cayard—yes, that pirate.

We were all briefed about the Lightning and got demos from the bow by Rick Bernstein. This was conducted by Matt, Greg, Al and many of the other Lightning sailors in attendance or running the regatta. Some of the boats had no "bow dicks," and I mentioned this to Matt. Within minutes a team of volunteers were affixing plastic spoons to the bows with duct tape.

Flashback 2001—got to get a Lightning out in Colorado to be able to start on the line with the biggest fleet on Cherry Creek Lake. Steve Davis urges me to contact Ryan Flack in Michigan. Well, Ryan ended up delivering my "new" Lightning that we ended up naming "The Beater." 1969 tank Allen 11138. Ryan took my Buccaneer back to Detroit so I could fly in and drive to the Buccaneer 18 NAs in Canada at the Kingston, Ontario, CORK regatta. We won; then we went to the C of Cs (Snipes) for the first time. We were not last. We went home and contested the locals in my beater Lightning.

A footnote: the Buccaneer was used in 1977 as the boat sailed in the C of C event. This event is notable for a huge storm that devastated the fleet while finishing a race on Chesapeake Bay at Annapolis. Ask Greg or Matt Fisher about that one! They ended up on shore at a local resident's back yard, knocking on the door and getting served up warm drinks to revive them.

Forward to 2009. I am still racing both the Bucc and the Lightning. Bucc NAs were held at the Mission Bay Yacht Club in San Diego, leading to my fifth victory. On the east coast I have my 2009 Nickels "Odyssey." Just finished up sailing the World Masters out of Mallets Bay, Lake Champlain, Vermont, with Randy Shore from Newport, Rhode Island, and Jim Gardner from Niantic Bay, Connecticut. Somehow they're making a Lightning sailor out of me.

C of C 2009 in Lightnings. What a thrill for any Lightning racer, and there were many getting that special thrill. Greg Fisher, Skip Dieball, Tom Stark, Jody Stark, the Terhunes, the Moriartys, the Lintons and Wakes—husband and wife teams are all participating here. I have personally crossed tacks with these sailors on my Lightning "Odyssey" over the past eight years. During that period I have been to the Worlds in Miami, Chile, Greece, Burlington and sampled many other NAs, Southern Circuits and regattas from coast to coast as skipper and middle crew. These sailors are some of the stars of the Lightning Class. Paul Cayard and the other Class champions invited here are the stars of oceans and lakes all over the country—and the world.

The age range of the skippers was 14 to 72. Imagine this. The fourteen-year-old champion Christopher Williford of the Optimist Class won their World Championships held in Brazil with over 211 competitors from 47 countries. Chris was here sailing with local Lightning sailors Marc and Titou Schillebeeckx, father and son team. After Day 2 of racing, I was tied with Chris! We all received a program where each team wrote their own "Bio" describing who the team members were and some of their backgrounds. This was another extraordinary experience, just reading the program.

The Midwestern skies were an ominous gray, and the lake olive green with black streaks showing the gusts. With the wind abundant but precocious, and the temperature hovered just below 50 degrees. It was a blessing that actual rain never materialized, and so the racing was fine, if not exquisite. The starts were as you might expect—difficult. My team was relentless, working near the favored end, trying to get to the left side, often to our detriment as this was also popular amongst the other champions. We had our shining moments, we sailed our hearts out to single digit finishes, fantastic roundings to total meltdowns and, of course, the thrill of the sailing that we all crave. In this regatta, with the talent and sailing skills at such a high level and the short courses, WLW lasting about thirty minutes, leeward gate, all the boats were rounding and finishing in close order. It was a physically and mentally demanding experience over the course of the three days of racing with 17 races. The Lightning made a fantastic impression on everyone, and none of the teams seemed to have any trouble adjusting to using the equipment to their sailing advantage, from flying the chutes to adjusting the jib wire or hiking out to the max. Hard to believe we were in the middle of all these cornfields in central Illinois.

My team was fantastic. We decided to have Jim be tactician and middle crew. This is not his usual role, but being his second major outing on the Lightning (the first being with me at the NAs in 2004 on Lake Erie, Buffalo Canoe Club), he had the second most Lightning experience. He not only called great tactics but tutored and coaxed us, getting the boat going faster, flatter and steering with the main, trimming and easing the sails in unison. He trimmed the chute well and rarely lost focus on that. Dennis also excelled calling the course downwind, trimming and tacking the jib upwind, gybing the chute—you know the drill on the three-person Lightning. My team got better and tighter as the regatta went on, as did the other teams. Our Buccaneer team was awesome! Thanks to Dennis and Jim; they made this regatta more fun.

You have all read the "blow by blow" article about regattas. This is not that. This is my confession of my feelings and impressions about the 2009 US Sailing Championship of Champions Regatta and how I got there. My teammate's unanimous comments say it all. Jim Daus, also Bucc champion, and Dennis Martinelli, winning two times with me, both agreed that this was the best regatta, sailing event and sailing experience of their lives.

Here is my summary. The best organized C of C ever. Our thanks to Drew Daugherty and Matt Burrige, Rick Bernstein, Paul Hanson and the entire Carlyle crew and PRO Bruce Thompson. They managed to pull off seventeen good races in two and a half days. The hardest, most competitive C of C ever, thanks to the other competitors. Congratulations to Skip Dieball and his team. Thanks to Carlyle Sailing Club, US Sailing and Rolex for hosting such a superlative event.

2009 Championship of Champions

Renée Athey



Mateo Vargas, 17, recently competed at U.S. Sailing's 2009 Championship of Champions in Carlyle, Illinois, east of St. Louis. Mateo was selected for the one-design championship by virtue of his title as U.S. National Laser Radial Champion.

The event, however, is sailed every year in a different class of boat, and this time the chosen boat was the Lightning. Mateo took along a crew of two fellow St. Petersburg Yacht Club junior sailors: U.S. Youth Worlds windsurfer, Chris Gardiner, 17, and former Optimist standout and all-around high school talent, Mary Kate Hall, also 17. Theirs was the only all-junior boat at this 2009 Championship.

Although daytime temperatures uncharacteristically and stubbornly remained in the mid-40s under leaden grey skies for the majority of the event, the regatta was efficiently run by Carlyle Sailing Association. A fleet of twenty-two Lightnings (twenty boats to be rotated through after each race, and two replacement boats) was gathered from around the Midwest and fitted with new sails. Breezes averaged from 8-12 knots.

Mateo and his crew's mid-fleet finish among a veritable Who's Who of lifetime Lightning sailors, both skippers (such as Jeff Linton, Greg Fisher, Allan Terhune, and Augie Diaz) and crews included, was quite respectable. The chance to sail for a few days with so many veterans of the Lightning class, and also with guest skipper, Paul Cayard, was an incomparable learning experience, and provided memories for a lifetime.



Coach's Corner

WHAT IS A FAST FINISH, OR, THE BOTTOM QUESTION

The Short Answer:

Smoothed and polished, not sanded and left alone.

Bob Sengstacken

Some months ago I asked the Lightning email List how our members prepare the bottoms of their drysailed fiberglass Lightnings. If you subscribe to the list, you know that I got an earful. I think we all agreed that fair is fast. There cannot be low spots or high spots, if you want the best performance. After that it got much more interesting. People use everything from steel wool (on the board) to lemon juice (cleans hull stains). They were all over the map, with not much of a detectable pattern. Opinion varied, to say the least.

Some point out that it is more important to be on the right tack than to use the right polish, and of course this is true. What we're looking for here is that extra foot at the top of the leg so we clear that Starboard tack, for example. You upgrade your sails periodically, right? Tune your rig properly and adjust controls for conditions? So, don't you want to use your hull to its full potential? And, the psychological factor should not be undervalued. If you are confident that your boat is at its peak, you might loosen up and sail better. Even placebos can be effective.

So, I went back individually to some of the class experts, speed demons and recent champions for whom I could obtain an email address. This was not a scientifically exact sample, and we can't know if they tell us all of their deepest secrets. Some did not respond, and a couple said "I have a guy who takes care of all that." However, the responsive experts showed a lot of consistency. The experts who responded generally agree that smoother is better. They sand with up to 2000 grit paper, some then buff it, and all apply polish. Most said they do the same on the board and rudder, as well as on the hull. (The others did not say: nearly none of the experts said they do nothing to the foils.) The consensus expert opinion seems to be that Super Smooth is the way to go. The idea that a rough finish encourages laminar flow is out of favor, at least in this group.

This quest for smoothness makes sense to me. For one thing, all the proponents of a dull finish who would wet sand and leave it that way emphasize that all sanding strokes should be parallel to the water flow. However, this may be impossible! We always sail with at least a little heel, so the water flow will be different on the different tacks. Flow patterns probably change with boat speed changes, as well. Can you really sand precisely with the flow?

The Best Bet

Based on all the input, weighted toward the expert opinions, here is the consensus. First, fair it: Build up any low spots and sand down any high areas. Start sanding with whatever grade you'll need to get it smooth. If it's already pretty fair, start with a higher number. Run up the range of paper: 800, 1000, 1200, 1500, and 2000+ if you can find it. (Certain auto parts stores seem to specialize in painting supplies, and can be a source for the higher grades of paper, and a selection of compounds, etc.) Then, machine buff with a light rubbing compound. Then use polishing compound by hand, maybe removing it with a random-orbital buffer. Then apply a coat of Teflon polish such as Starbrite, Hullcote, or equivalent. Finally, put on a second coat of Teflon. – And be sure to wear sunglasses as protection against the shine!

When to do this: not on a new boat. I think they all agreed we should leave a new boat alone, just buff and polish it. Only sand if you need to make it fair. Our experts generally use the same process on their foils as on the hull.

Tips From the Experts

Greg Fisher: "Between paper grades I'll take a pencil or even a sharpie and draw all over the bottom or blade so I'm sure I hit all the area as I sand. All the markings should be sanded away. Of course, only sand in the direction of the water flow."

Tom Allen, Jr: "A fresh sanded 500 grit or so is the fastest finish but it only lasts for about a day or two and then you would have to do it again. Not very practical and you would run out of gel coat pretty fast."

Skip Dieball: Once I'm happy with the smoothness, I'll apply a wax/Teflon/cleaner. My current favorite is the Holmenkol products out of Europe. They have two products that I like: SportPolish and AquaSpeed. Check them out: <http://www.sailingproshop.com/Holmenkol.aspx>. Of course, I've used the handy Starbright Teflon product and its West Marine counterpart.

Ryan Flack: "Typically what we do with new boats is to buff the bottom and sides with a high speed buffer while the boat is still upside down at the shop, we will do the entire bottom with buffing compound and then use Harken/McLube Hull Kote by hand. If there are any imperfections I will wet sand them with 1000 and 2000 and then repeat buffing/waxing. After sailing in salt water, I will wash with dish soap and a microfiber towel, rinsing thoroughly. For a quick touch up wax I'll use the mold release wax we use in our molds."

Terry Burke: "The DuPont PTFE (teflon) products used for mold release and I believe also in Sailkote is now branded by DuPont as DryFilm RA. DryFilm RA has a molecular weight of 3000 that is ideal size to fill the pores of a fiberglass surface providing an exceptional slick surface." [Note: Starbrite says on it that it contains PTFE.]

Ryan Flack: "Centerboard: This is probably the area where I do the least maintenance, we have a max thick board, it has been finished by hand and I rarely wet sand it. If it gets any oxidation from salt water I'll sand it with 1000 and then wax it with the Hull Kote. Rudder: I make sure that the rudder is free of nicks and scratches. Then as far as waxing I use a combination of the mold release wax and the Hull Kote or any Teflon wax."

Amy Linton: "Jeff uses Woolite to clean everything between races because it does not leave a waxy residue."

Matt Fisher: "The only other tip is to be cautious of the type of material on trailer bunks. If it keeps water, it can absorb into the bottom and cause pimples."

Other gems that turned up...

FSR (Fiberglass Stain remover) or other Oxalic acid products (West Marine has one) can be used to clean stains off the fiberglass very quickly. Wear gloves and rinse immediately. Others recommend lemon juice (no gloves required). Then apply Teflon polish to prevent the stain from recurring.

Clean the trailer bunks, too. Keep them dry, especially during winter storage. Find a way to elevate the hull off the bunks, if necessary, to prevent bubbles forming in the gel coat.

For the stainless board, a couple of people swore by Wichard stainless steel cleaner (by Wichinox). Others found happiness with steel wool and some light oil or WD-40. The "expert" panel was silent on specific formulas to use on the board, just mentioning wet sanding and finish up with Teflon. It seems that Elbow Grease is their choice.

At the 2009 Sonar World's I noticed that most of those boats seemed to have shiny polished hulls and dull sanded foils. Yet our experts went for super smooth. What gives? It's not an exact science, or we would all know The Answer.

Lots of folks like to put on a soapy film just before launching, to keep it clean near the dock. It washes away quickly, probably before the first start. Normal dish soap is not good for the fishes, however. Please try to use something biodegradable.

An unresolved question is the sandpaper grit equivalent of rubbing compound. However, since different compounds cut faster or slower, there can be no simple answer. I have seen compound on a high speed buffer make a greater difference than very fine sandpaper. Maybe it's just the speed of the buffer compared to hand strokes, but I'll bet there is overlap, that some compounds might be rougher than the finest paper. This suggests that a fine polishing compound should always follow a cutting compound.

My deepest thanks to all who contributed. It is great to have such willingness to share tips and information. This discussion has not ended. We will all continue to look for an edge wherever we can find one, hoping to compensate for some of the inevitable blunders we all make.

Wetted Surface Preparation Techniques Favored by Class Experts, 2009

By invitation	Hull	Polish?	Board	Polish?	Rudder	Polish?	What polish?	Wash	Notes
Tom Allen, Jr.	very fine	y	very fine	y	very fine	y	Teflon	Woolite	Sand it smooth, polish it, then use Teflon to keep it clean. Same prep on the blades.
Skip Dieball	1000	y	1000	y	1000	y	Holmenkol		Same prep on all these surfaces. West Marine equivalent of Starbite may cost less.
Sean Fidler	600-1000		400/1000	N			Woolite	Rub with a Woolite-soaked towel daily at big event.	New hulls: no sanding. Centerboard: 400 for leading 6", then 1000 to back.
Greg Fisher	1200	y			1200	y	Starbrite or equivalent		Sand with a 10" 2x4 padded with light carpet
Matt Fisher	1200	y	n		1200		McLube or another teflon type cleaners		
Ryan Flack	2000	y	1000	y	hull Kote or any Teflon wax	y	Nickels uses Harken/McLube Hull Kote after buffing compound on hull	After salt water, use dish soap and rinse thoroughly	Hull Kote on hull
Jeff Linton	1200	y					Starbrite	SoftScrub With Bleach and a flat plastic scrubbing pad before events.	Woolite daily at big events
Ched Proctor	2000	y	clean and wipe		2000	y	Starbrite		
Allan Terhune	1200-1600	y	1000	y	1000	y	Teflon		We will "soap" the boat before we put it in the water, that will usually help keep the dock grime away while we are raising sails etc.

2009 Last Blast Regatta

October 3, 2009

Nyack Boat Club

Dave Peck

On Saturday October 3, 2009 the clock radio went off at 6:00 am in Old Lyme, CT with the sound of hard rain on the roof. Was I really going to get up, wake my 17 year old daughter and drive 2 hours to Nyack, NY; rig, race and unrig in this rain and predicted thunderstorms?? Why not? This addict surely needed another fix of Lightning racing.

In all my years of sailing Lightnings, this was the first time that I've seen the host club introduce all the competitors at the skippers meeting. It was quite touching and quickly created a very cordial and Corinthian feeling and the thought that maybe we all weren't just going out on the Hudson to kill each other. Even in the parking lot with all the buzz of autos, trailers and rigging activity, the feeling of pressure to quickly remove our car to a proper spot was squelched by one of the club member's comment to us, "Relax, there will be plenty of time to move it..." With our state of mind adjusted and bag lunches in hand, we were ready to go out and race.

Rather than go through a race by race treatise, here are a few comments about the day's experience on the squirrelly Hudson and a final race summary:

1. Leading a race at any point is no reason to feel good about your chances for an ultimate victory. The current and wind velocity differences on the Hudson River will surely make you a skeptic and help you to maintain a very high level of personal race anxiety... When you think you ought to go one way and locals Hurban and Bob Sengstacken are going the other, following from ahead can be tricky. In a post race conversation with Gary Hurban, we both agreed that, one time per series, every competitor ought to be allowed to have his boat lifted out of the water during a race by Acme Crane Co. and transported to a better side of the race course.
2. Always look at the course board. An apology to the one or two boats who we needlessly dumped on going into the perceived finish line while we were still under the impression that the course was a Windward-Leeward one time around rather than twice around. Congrats to Bob Sengstacken who went on to win this race by a wide margin!
3. The races were similar in that places changed depending upon the wind, current and positioning. The pivotal race was the last one where we led Team Sengstacken 6 points to 9. Given the light, spotty, unpredictable (at least to this outsider) conditions, there was no reason to feel comfortable with a 3 point lead. Either of the two boats or team Townsend, with 15 points, could win the regatta. Here are a few recollections of that race number 4:

We stayed close to Bob before the start, lee-bowing him as we approached the line to start. At the gun we were right at the pin and were able to pinch him off so that he had to tack, allowing us to crack off and motor to the left side of the course with clear air. Keeping an eye on Bob and fearful of the changing conditions we tacked a couple of times to stay in touch with him as he attempted to stay out of traffic.

Rounding first at the top mark, the fun had just begun, trying to tackle a long, light air downwind leg against the current. A bear-away set and wait for Bob; "Where's Bob?" was the mantra—he's about 7th around the mark and also does a bear away set along with the others in his group. Some locals jibe to port. We stay with Bob for the time being. The five or six boats that jibed to port are looking good and seem to be ahead now. We jibe over to split the difference between the ports and the starboards. Where's Bob? Soon, Bob jibes and we are less stressed, but Hallagan and Co. are still looking better to weather and closer to the western shore! With a dying breeze the only thing we could do is try to super- focus on steering, spinnaker and weight trim and try to stay in the lily pads of breeze. Great focus by our middle crew, 420 sailor Andrew Mollerus and my daughter Sarah carried us through the lee of Dick Hallagan, regaining the lead. For the rest of the run, we focused on trim and, as it turned out, just sailing our own race. The west side breeze was dying, so we jibed to starboard away from the group, heating up our angle enough to keep the chute flying; bearing away with any hint of a puff. Now heading toward the east shore and with Gary Hurban, who had headed east early with apparently no prayer, was looking better and better coming down on port. We continued to focus on chute trim and steering for the rest of the downwind leg. Rounding the starboard gate with about a 150 yard lead over Gary and with the very favorable current now with us on the final beat to the finish, we were able to finish about 7 minutes ahead of the pack and win the regatta and breathe a huge sigh of relief. A big thanks to my teammates Andrew and Sarah for their positive energy and hard work!

In second overall was the Riverton, New Jersey, team of John Townsend, Dave Sharp and Tim Brothers followed in third by former local and current Annapolis transplant Gary Hurban along with Peter and Henry Fernberger. An unfortunate incident at the weather mark left Bob Sengstacken out of the money; he later blamed it on greed and contrary to the Gordon Gecko character in the movie Wall Street, greed is not always good.

The Nyack Race Committee did a great job getting 4 races off in the tough conditions. After the post race libations and "would've, could've and should've" session, the on-shore crew put on a tasty Lasagna dinner, topped off with cannolis and an awards presentation. Many thanks to all the volunteers who hosted this fun day of racing, celebration and commiseration. Congratulations to Nyack Boat Club on their 100th anniversary!

Last Blast Regatta

Place	Skipper	Crew	Club	Boat	1	2	3	4	Total	Place
1	David Peck	Sarah Peck, Andrew Mollerus	Niantic	15215	3	1	2	1	7	1
2	John Townsend	Dave Sharp, Tim Brothers	Riverton	15385	1	8	6	6	21	2
3	Gary Hurban	Peter Fernberger, Henry Fernberger	Nyack	14073	2	7	12	2	23	3
4	Dick Hallagan	John Bloom, John Steiner	Newport	15255	5	6	9	3	23	4
5	Ryan Sprole	Chris Sprole, Judd Brown	Nyack	15296	7	4	11	5	27	5
6	Bob Sengstacken	Dan Zitin, Maude Lindsey	Nyack	14888	6	2	1	19	28	6
7	Allan Crew	Jim Irwin, Nate Benbow	Riverton	14699	10	15	5	4	34	7
8	Tim Milhiser	Lilli Millhiser, Brouch	Madison Beach	15400	8	12	8	7	35	8
9	Eric Heller	Christina Beale, Leland Chang	Cedar Point	14819	16	3	7	10	36	9
10	Joan Hurban	Peter Jodrosich, Gary Hoffer	Nyack	15093	11	11	10	8	40	10
11	Stephanie Mayo	Bill Mayo, Paul Fishkin	Nyack	15059	9	16	4	14	43	11
12	Eric Kent	George Penny, Zuzanna Baranski	Nyack	14492	4	14	13	13	44	12
13	Hugh Hutchison	Elizabeth Hutchison, Jamie Perkins	Riverton	15055	13	5	14	12	44	13
14	Dan Parietti	Mike Carney, Jeff Sorensen	Nyack	15319	14	17	3	11	45	14
15	Dick Leonard	Laura Rice, Andrew Graham	Nyack	14238	12	10	15	9	46	15
16	Robert Sheilds	Kevin Becker, Mark, Asher	Ocean City	14348	17	9	16	15	57	16
17	Bill Cook	Penny Sengstacken, Ron McCormack	Nyack	14140	15	13	17	18	63	17



55th Annual Hoosier Regatta

Wawasee Yacht Club
Syracuse, Indiana
October 3 & 4, 2009

Place	Sail	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Total
1	15208	Ernie Dieball	Bryan Bahler & Steve King	North Cape	1	4	1	2	2	10
2	14249	George Sipel	Jeff Hagman & Dan Syndwiel	North Cape	2	3	5	1	1	12
3	14323	John McCree	Dave Corcoran & Jenny Huang	Bay City	4	1	2	3	4	14
4	15317	Steve Weeber	Donna Weeber & Stan Cummins	Cowan Lake	3	6	9	5	3	26
5	13895	David Schmahl	Brad Steiner & Stewart Fossceco	Wawasee	7	2	3	9	6	27
6	15213	Jeff Schmahl	Michael Schmahl & Andrew Schmahl	Wawasee	6	5	6	7	10	34
7	15259	Brad Wagon	Dick Tillman & Linda Tillman	Wawasee	5	9	10	10	5	39
8	15332	Pat Considine	Peter Considine & Kevin Considine	Chicago	12	13	4	4	8	41
9	15251	Debbie Probst	Jenna Probst & Abbie Probst	Buffalo CC	9	8	11	6	7	41
10	14125	Patrick Reiss	Steve Miller & Bradey Wright	Wawasee	8	10	8	8	9	43
11	14647	Casey Call	Christie Call & John W. Call	Wawasee	11	7	7	11	DNS	52
12	13278	Pete McGinity	Ken McGinity & Dan Claxton	Indianapolis	13	12	12	13	11	61
13	13851	Stuart Webster	Tony Leppert & Peter	Wawasee	10	11	14	14	13	62
14	14613	Jeanne Ehrenberg	Rick Graef & Justin Gallion	Chicago	DNF	DNS	DNS	12	12	72
15	9350	Joseph Lutz	Benjamin Lutz & Mandy Edwards	Indianapolis	14	DNS	13	15	14	72



Hoosier Regatta Winners

2009 Hampton Fall Fling Regatta

November 7–8, 2009 — Hampton Yacht Club — Hampton, Virginia

Patrick Phelan

The AccuWeather forecast, always subject to change, for the weekend for Hampton called for sunny skies, 7–8 mph winds, and highs in the 60s. The skies were clear for the Saturday oyster roast. We had two back-to-back magnificent sailing days on the Hampton Flats, under sunny skies, with temperatures reaching 60 degrees on Saturday and 70 degrees on Sunday.

Winds were excellent on Saturday, out of the south at 8–12 mph, with gusts to 15, and we got in four races before calling it a day. On Sunday the winds were lighter in the morning and petered completely out right after the end of the third race. The oyster roast was, as usual, to die for.

Crews arriving on Friday and/or going to dinner after the Oyster Roast on Saturday found excellent seafood at Harpoon Larry's, just up the street on Armistead Avenue.

Despite the absence of local Joe Buczowski, who was out to sea serving our country, there was a great turnout from the far reaches of the District.

First time Fall Flingers Constants/Constants and Constants sailed untouched for the weekend, in what turned out to be very comfortable conditions with great winds, save the last race of the regatta. The first leg, as is often the case, was pivotal for boats. In the first race of the regatta the Prior boat won the top mark but lost boats due to course confusion at the leeward mark, thus allowing several boats to move up behind Constants. After that the top mark would belong to Constants for the remainder of the regatta—not always by much but they defended well thereafter.

The first days races were sailed with nice winds but sometimes confusing waves, which needed to be watched closely or boat speed was temporarily reduced. Also staying flat and hiking hard paid dividends. We all too often had a good view of the Constants boat, which sailed flat, despite some struggles to do the same on our part.

The Sunday races began warmer and with less winds, which progressively lessened as the day advanced. Throughout the regatta one had to keep an eye on which end of the line was favored, as there were usually small but significant differences, and the wind was often oscillating in the 5–10 degree range. There developed enough of a shift that the committee eventually moved the mark to keep the course square. This was likely obvious to them when boats rounded the top mark, set their chutes and immediately jibed onto port to head to the leeward mark.

The Kirby boat did a fine job Saturday and Sunday racing consistently to finish ahead of the Alsalam boat for 3rd. Our focus, as the regatta played out, became less one of finishing ahead of Constants than rather to cover the perceived challengers from behind. As a result, we often saw the fierce concentration of Kirby and associates! The last race provided some entertainment with a dying breeze. Our boat noticed a shaft of wind which went down the center of the course, causing boats which ventured to the edges to slow down. So despite not wanting to tack or jibe much in light air, we decided to just stay in breeze, which worked well.

As further indication that this regatta weekend was "owned" by the Constants boat, we attempted to catch and pass their boat on the final race to the dock by paddling while under light spin. We managed to nearly catch up, but then the wind filled in ahead, thus negating our gains. It could have been worse, as the Boaz boat had a long tow/sail back when their tow boat's engine failed, and they had to sail all alone in the light breeze from behind, arriving at the dock as everyone was putting the last touches on their boats for the ride home.

Thanks go out to Hampton Yacht Club for another fine regatta, dinner, awards and general welcoming attitude. It's one regatta which helps shorten the winter season and which is getting more competitive and well attended.



Hampton Fling Winners

Pl	Skipper and Crew	Club	Sail #	Pts	R1	R2	R3	R4	R5	R6	R7
1	Steve Constants, Dave Constants, Chloe Constants	SSA	15240	6	(1)	1	1	1	1	1	1
2	Patrick Phelan, Brian DeBrincat, Jason Phelan	HdG	15131	13	2	2	(3)	3	2	2	2
3	Collin Kirby, John Shockey, Wilson Stout	ODU	14120	21	4	(6)	6	2	3	3	3
4	Nabeel Alsalam, Stefano de Leo, Kristen Lopez	PRSA	15142	25	3	5	2	6	5	(7)	4
5	Trevor Prior, Gary Hoffer, Daniel Rau	SYC	15024	29	7	3	4	5	(9)	4	6
6	Starling Mikell, Kathy Wild, Carol Park	SYC	15118	32	(8)	4	7	4	4	6	7
7	Russ Roberts, Len Guenthar, Doug Kirby	PRSA	14222	38	5	8	5	(11/DNS)	7	5	8
8	John Bates, Barb Hill, Kevin Smith	SYC	14525	40	6	7	(8)	8	6	8	5
9	Mark Boaz, Katie Boaz, Tom Compton	SSA	15386	52	9	(10)	9	7	8	9	10
10	David Thompson, Barb Thompson, Catherine Calvin	PRSA	15228	57	(10)	9	10	9	10	10	9

43rd Annual Pennsylvania Governor's Cup

October 24–25, 2009

Susquehanna Yacht Club — Fleet 253 — Wrightsville, Pennsylvania

David Thompson—Additional info provided by the Race Committee

On Saturday, October 24, seventeen boats came out for one of the strangest sailing days we've ever seen! The forecast for the Lower Susquehanna River, where the 2009 Pennsylvania Governors Cup Regatta was to be sailed, called for rain, heavy at times, with thunderstorms and southerly winds at 16 mph, with higher gusts and a high of 67 degrees.

It did rain Friday night, but by Saturday morning on the drive up the roads were just wet, and the skies were clearing. We registered at the host Susquehanna Yacht Club, rigged the boat, attended the skipper's meeting and splashed for the 11:00 AM start for the first race.

The wind forecast was accurate, with gusts to 25, and the RC set a mile-long, windward-leeward course pointed south. The intensity of the gusts was unexpected, and the difference between the gusts and the lulls substantial, making for difficult, but not impossible, conditions on the way to the windward mark. The first few boats that rounded decided not to set spinnakers, but then when SYC's Trevor Prior rounded, he put one up. Shortly afterwards, others followed suit.

Unfortunately, shortly after hoisting, Trevor caught a gust that broke his spin pole and sent the boat over, providing the crew with a complimentary swim. Trevor, however, recovered, and actually finished 10th, ahead of two other boats still on the race course.

Visitor Jack Jones from upstate New York loved the conditions and won the race, with last year's regatta winner Charlie Wardwell from Virginia second and "New Daddy" Jason Werner from Annapolis third.

Then, as is the custom at SYC, we all went in for a warm lunch of corn chowder, rolls, coffee, and veggies.

After lunch we headed back out, in a much-diminished wind, 5–10 mph, and darkening skies. Before the RC was able to start the next race, the wind shifted to the west and diminished some more. So cat-in-the-hat went up, the RC reset the course, and it started to rain.

Once the new course was set, we started on a two-legger in winds that were by then 2–5 mph. And it continued to rain—harder. By the time we made the windward mark, the bilge had filled with rainwater. The first boats that rounded set their chutes, which soon became soggy and heavy, and not able to draw. Then as we rounded and set our chute, we lost sight of the leeward mark and settled for just pointing in the direction of the boats ahead.

Next the fog rolled in—thin banks at water level, obscuring our view of the boats ahead and rolling over the hills to the north in thick banks, reminiscent of a scene in a Steven King novel. For the first time ever we sailed by the compass alone, and, fortunately, found our way to the finish line. Half way down the leg our chute filled in a light zephyr, and we slipped past three other boats to finish 14th.

Jones liked the lighter air, fog and rain, and won again, with Travis Oldenbach second and wily veteran Dick Hallagan, who had won the regatta an amazing 18 times in the past, was third.

The RC decided to run another race, even as the rain continued, harder than before. By then we were soaked and getting cold, so I made the prudent decision to come in, even though we missed the third, and eventually the 4th, race of the day. But we got the boat put away in time to get back to the hotel for a hot shower and a change into dry clothes before dinner at the SYC.

Meanwhile out on the river, SYC's Carol Park won the third race with Coast Guard LTJG Kevin Kuhn, who grew up sailing at SYC, second. Gary Hurban won the fourth race, shortened because of lightning, with Oldenbach second. So the day ended with Park leading overall, Jones in second and Pat Phelan third.

On Sunday morning the skies were clearing, and the temperature was in the low 50s as we splashed with winds from the NW at 10–15 mph. As the morning progressed, the air warmed up, and the winds diminished slightly, making for about as perfect a sailing day as you could hope for in late October.

The RC ran three races, this time with the start line in the middle of the course, setting a five-leg windward/leeward course pointing north, more than a mile long.

Hallagan, who began the day in fifth, got it all cranked up to go 2-3-1 for a four-point victory over Werner. Jones, whose score line unfortunately had a pair of 12s to go with his two bullets, came in third overall. Park was fourth, and Wardwell, who spent his toddler years at SYC when his dad Bob worked nearby, was fifth.

The boats went in for the awards ceremony after the third race, but we stayed out for another half hour, mainly to wait for the crane lines to dissipate, but also to enjoy the nearly-perfect sailing wind, the bright sunshine, the fall colors on the Susquehanna hills, and a cold beer.

Skipper	Boat#	R1	R2	R3	R4	R2	R3	R4	Ttl	T/O	Ttl w/ T/O	Pos
Dick Hallagan	15255	6	3	6	8	2	3	1	29	8	21	1
Jason Werner	15083	3	4	7	7	3	1	10	35	10	25	2
Jack Jones	14923	1	1	12	6	6	2	12	40	12	28	3
Carol Park	14902	4	6	1	5	7	5	11	39	11	28	4
Charlie Wardwell	14044	2	7	10	10	1	15	2	47	15	32	5
Travis Oldenbach	12008	19	2	3	2	11	12	3	52	19	33	6
Pat Phelan	15131	7	5	4	4	8	9	5	42	9	33	7
Gary Hurban	14900	9	12	7	1	4	6	7	46	12	34	8
Bob Bush	14654	11	10	14	3	5	4	4	51	14	37	9
Kevin Kuhn	14074	5	11	2	12	14	8	9	61	14	47	10
Trevor Prior	15024	10	9	5	9	12	11	8	64	12	52	11
John Bates	14525	8	8	15	13	13	7	15	79	15	64	12
Starling Mikell III	15118	19	15	13	11	9	13	6	86	19	67	13
Allen Crew	14699	19	16	9	14	10	10	13	91	19	72	14
Ken Kuzdro	14365	19	13	11	15	17	16	17	108	19	89	15
Dave Lutian	14287	19	17	16	16	15	14	14	111	19	92	16
David Thompson	15228	12	14	19	19	16	17	16	113	19	94	17
Jim Godfrey	14204	19	19	19	19	19	19	19	133	19	114	18

Frigid Digit

October 17–18, 2009 — Severn Sailing Association

Geoff Becker and Joe Friebele

The 58th annual Frigid Digit lived up to its name in 2009 with wind chill factors below 45°, rain on Saturday and blustery winds. The rain began to fall on Thursday night and seemed to come down continuously through the beginning of the weekend.

The regatta began when out-of-town competitors rigged the boat Friday afternoon in the rain, amid talk and rumors of the sailing being cancelled due to the expected bad weather. Would we even sail? The talk of no sailing continued up until the competitors' meeting on Saturday when the RC decided to give it a try. Nevertheless, twenty-one boats ignored the forecast of gale force winds, registered Saturday morning, and prepared to brave the conditions on the Chesapeake Bay.

Fortunately, the Race Committee kept the course near the mouth of the Severn River, where they recorded winds of 12–20+ knots on Saturday. This made boat setup very difficult since each leg seemed to have big lulls and big blast puffs.

Geoff Becker and crew sailed well and was in a tight battle with Tom Allen, Jr. and his crew in all three races. How tight? Well, Becker had a 2-1-1 and was only ahead by one point after Day 1. After Saturday was said and done, it was proven that sending us out was productive, even if not the best conditions. I mean the regatta is called the "Frigid Digit" for a reason!

Sunday the forecast was to be even windier, with a possible gale warning. When the competitors arrived, the wind was much more moderate than forecasted, at about 10–15 knots from the NW. Amid regatta cancellations that day at both the Annapolis Yacht Club and Eastport Yacht Club, the SSA committee again decided to give it a try

and sent us out. While still somewhat puffy and shifty, the conditions seemed much better than the day before. The wind did increase to around 20 knots in some of the puffs, but the rain went away, and the sailing turned out to be much better than Saturday. With the steadier conditions, Becker was able to find a fast setup for our boat and ended up in the front in both of the two races.

Geoff Becker, with crew Tim Healy and Krista Hankins, demonstrated once again why he's a North Americans Champion, taking a 2-1-1-1-1 to finish first with six points, in spite of having several broken wires in a lower shroud on Saturday. Geoff was awarded the Garwood Memorial Trophy, in memory of Bill Garwood, who used to crew for Dr. Don Delorme in the mid 1970s. Middle crew Tim Healy gathered in a large bottle of cheap red wine, commemorating Bill's excessive participation in the dental school party every Saturday night of the Frigid Digit. On a weekend where many thought no sailing would even be attempted, we were able to compete in five good quality races. It is always fun to go out there and give it a try, especially when you get to plane on the downwind runs! All the credit has to go to SSA and the patience they showed in waiting out some of the bad weather and giving us the chance to sail in conditions that make all of us better sailors in the long run.

While the participation numbers were lower this year for various reasons, including other big regattas, the economy, and the weather forecast, Fleet 329 will be working extra hard next year to return the 59th Frigid Digit to the levels it has been at in the recent past with 40–45 boats. We look forward to seeing you next year for some good fall sailing on the Chesapeake!

Pos	Bow/Sail	Skipper	R1	R2	R3	R4	R5	Total
1	35/ 15151	Becker, Geoff	2	1	1	1	1	6
2	9-Sep	Allen, Thomas	1	2	2	4	3	12
3	29/ 14249	Sipel, George	3	3	6	6	5	23
4	08/ 14548	Guth, Jon	6	4	4	3	8	25
5	40/ 15240	Constants, Steve	4	7	3	5	7	26
6	10/ 10810	Tyner, Will	7	5	7	7	4	30
7	19/ 14589	Taboda, Brian	23/DNC	8	9	2	2	44
8	03/ 14416	Godfrey, Peter	12	13	5	9	6	45
9	30/ 15296	Sprole, Ryan	11	10	8	8	10	47
10	01/ 14073	Hurban, Gary	15	15	13	10	9	62
11	39/ 15241	Barden, Pierce	5	6	10	23/DNC	23/DNC	67
12	27/ 15377	Glenn, George	9	11	12	23/DNC	23/DNC	78
13	16/ 15093	Hurban, Joan	10	14	11	23/DNC	23/DNC	81
14	15/ 15171	Goldman, Josh	13	9	23/DNC	23/DNC	23/DNC	91
15	05/ 15276	Lange, Philip	14	12	23/DNC	23/DNC	23/DNC	95
16	23/ 15083	Werner, Jason	8	23/DNC	23/DNC	23/DNC	23/DNC	100
17	24/ 15024	Prior, Trevor	17	16	23/DNC	23/DNC	23/DNC	102
18	31/ 14581	Frieble, Joe	16	23/DNC	23/DNC	23/DNC	23/DNC	108
19T	11/ 14923	Jones, Jack	23/DNF	23/DNC	23/DNC	23/DNC	23/DNC	115.00T
19T	04/ 15054	Lange, Jonathan	23/DNF	23/DNC	23/DNC	23/DNC	23/DNC	115.00T
19T	18/ 15272	Grinder, Mark	23/DNC	23/DNC	23/DNC	23/DNC	23/DNC	115.00T
19T	26/ 15386	Boaz, Mark	23/DNF	23/DNC	23/DNC	23/DNC	23/DNC	115.00T

Scoring System is ISAF Low Point 2005-2008

Information is provisional and subject to modification

Principal Race Officer: Michael Waters

Please Donate and Support the Lightning Class

You Can Make a Difference

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

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

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

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

* Name: _____ *Address: _____
* City: _____ State: _____ * Zip Code: _____ * Country: _____
* Home Telephone: _____ * Email: _____

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

ILCA Fund \$ _____ History Fund \$ _____ Limbaugh Fund \$ _____ Boat Grant Program \$ _____

Total: \$ _____

* Card Number:

* Expiration Date: /

* Name on Card: _____

*** Required for credit card processing.**

Send your membership form and credit card information or check to:

International Lightning Class Association
7625 South Yampa Street
Centennial, Colorado 80016 USA
Email: office@lightningclass.org
Phone: 303-325-5886 • Fax: 303-699-2178





Start Planning for (and dreaming of) Spring in Sunny Florida!!!

Deep South Regatta hosted by the Savannah Yacht Club
March 13-14, 2010

Lightning Midwinter Championship hosted by the Coral Reef Yacht Club:
March 16-17, 2010

Winter Championship hosted by the St. Petersburg Yacht Club
March 18-21, 2010

NOTICE OF SERIES SOUTHERN CIRCUIT 2010

REGATTAS

The Lightning Southern Circuit consists of three regattas endorsed by the ILCA: the Deep South Regatta at the Savannah Yacht Club, Savannah, GA, March 13-14, the Miami Midwinter Regatta at the Coral Reef Yacht Club, Coral Gables, FL, March 16-17 and the Winter Championship at the St. Petersburg Yacht Club, St. Petersburg, FL, March 18-21. See the Notice of Race for each regatta. This series is to be used as a Country qualifier (1 Country) for the Pan American Games.

SKIPPERS & CREWS

Skippers and crews must be in good standing with the ILCA. Co-skippers are permitted from regatta to regatta provided each helmsman (co-skipper) is aboard the boat in each of the three regattas. Co-skippers must be recorded with the Southern Circuit Committee prior to the first race of the Circuit.

MEASUREMENT

All measurement rules will be enforced and Measurement Certificates must be available for inspection. All skippers will have the option of having their boats weighed Thursday prior to going into the water at St. Petersburg. A person designated by the ILCA Measurement Committee will be on hand to weigh and record boat weight. The first five finishers in the Winter Championship at St. Petersburg may be weighed immediately after the last race. Any boat not meeting weight requirements will be disqualified from the regatta and the Circuit. This procedure will be waived if the boat was weighed in accordance with the above option and met weight requirements at that time. All boats must have some type of floatation to help keep the boat afloat after capsize.

SAILS

All boats must have the same number on their mains and spinnakers in accordance with ILCA Specifications. Un-identifiable boats will not be scored. If a damaged sail is replaced with a sail that does not have the same number as that used at registration, a 12-inch-high "X" must be affixed adjacent the new number and the Race Committee advised in writing.

SCORING

Overall Southern Circuit scoring will be based on the total score of all scheduled races at the Deep South, Miami Midwinter, and St. Petersburg Winter Championship regattas. One race constitutes a series. Provided six races have been completed in the series, each boat's worst race will be excluded. Scoring for the Savannah/St. Petersburg Trophy will include all races sailed in those 2 events. If 6 or more races are scored for the Savannah/St. Petersburg regattas then a boat's worst race will be excluded.

TROPHIES

Trophies will be awarded to the top 5 teams in the overall circuit. Perpetual trophies will be awarded to: 1st place overall in the Southern Circuit (Past Presidents plate), 1st place Savannah/St. Pete combined (Savannah/St. Pete trophy), as well as the top finishing 1st timer for the overall circuit (The Humphrey Newcomer Award) and, at the discretion of the Southern Circuit VP, The Davis Youth Trophy may be awarded to a sailor 18 years or younger competing in the Southern Circuit.

FURTHER INFORMATION

Contact the VP of Southern Circuit, Laura Jeffers at ljeffers11@verizon.net or 727-215-2579.

Deep South Regatta

Savannah Yacht Club
Savannah, Georgia
March 13-14, 2010

NOTICE OF RACE

1. Organizing Authority: The organizing authority is the Savannah Yacht Club (SYC).
2. Rules: This regatta will be governed by the rules as defined in the "Racing Rules of Sailing." Sailing instructions will be available at registration.
3. Eligibility: The Skipper and crew must be members of the International Lightning Class Association.
4. Fees: Registration fee for the Deep South Regatta will be \$170 per boat, \$10 of which goes to ILCA. Fees include coffee and donuts each morning, 3 tickets to the Saturday Traditional Oyster Roast and Dinner, 1 Regatta T-Shirt, Music and Challenging Racing. Boxed Lunches will be available for purchase.
5. Schedule:

<u>Saturday, March 13, 2010</u>	<u>Sunday, March 14, 2010</u>
Registration 0830 – 1030	Warning Gun 1000, racing continues
Competitors Meeting 1045	No Warning Signal will be made after 1400 on Sunday, March 14, 2010
Race One Warning Gun 1300	
Racing Continues	
6. Courses: Courses will be windward/leeward, triangle, or a combination
7. Scoring: The scoring system will be the low point scoring system of Appendix A, except that each boat's score will be the sum of her scores for all races. This changes RRS A2. Three races are scheduled, however one race will constitute a regatta.
8. More information: Savannah Yacht Club – Jan Mock – SYC – savhyc@aol.com
Phone (912) 897-1314 • Fax (912) 897-0876
Olin McIntosh – SYC Sailing Director – sailtosh@comcast.net

SAVANNAH INFORMATION

The Savannah Yacht Club is located on Whitemarsh Island. Unfortunately there are no hotels/motels located in the immediate vicinity. However, the city of Savannah is about a ten to fifteen minute drive from the club. Downtown offers a vast array of accommodations in the Historic District. Midtown to the south provides accommodations in the more economical range and is easily accessed by the Truman Parkway, Highway 80 and/or Abercorn Street. Usually about a twenty minute drive from the club. To the east is Tybee Island/Savannah Beach. The drive to the beach is approximately twelve to fifteen minutes in duration. All areas provide easy routes, dining and entertainment. To explore each of these areas, use the following websites to locate motels/hotels that will suit your needs.

www.savannahgeorgia.com

www.tybeeisland.com

www.tybeevisit.com

www.savannahvisit.com

www.savcvb.com

www.savannah.com

DIRECTIONS TO THE SAVANNAH YACHT CLUB

Depending where you come into Savannah, there are two ways to get to the club.

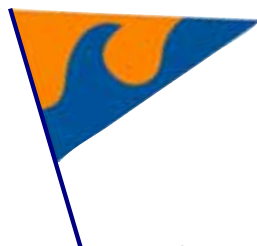
1. President Street from downtown to Islands Expressway-follow signs to Tybee Island to the Hwy 80-after crossing the flyover by WalMart stay in right lane-the 1st stoplight you come to turn right (Bryan Woods Rd.)-stay in right lane-at the next light turn right (Johnny Mercer Blvd)-get into left lane immediately-take a left turn at caution light- follow road to very end (Bradley Point Rd.)-SYC at end of road.
2. Hwy 80 east thru Savannah-after crossing Thunderbolt Bridge (ICW)-get in right lane-cross small bridge-take 1st right just before stoplight (Johnny Mercer Blvd)-stay right-go thru stoplight-proceed to caution light-turn right (SYC sign)-go to end of road (Bradley Point Rd.)-SYC at end of road.
3. If all of the above fail, just ask some of the locals on how to get Whitemarsh Island or call (912) 897-1314 and ask for Jan at the club.

Look forward to seeing everyone!

Olin McIntosh
SYC Sailing Director
(912) 897-7255 Home
sailtosh@comcast.net



**52nd Annual
Lightning Miami Midwinter Regatta
15, 16, 17 March 2010**



Coral Reef Yacht Club

Coconut Grove, Florida, USA

NOTICE OF RACE

1 RULES

- 1.1 The Organizing Authority is Coral Reef Yacht Club.
- 1.2 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.3 When a boat has its spinnaker drawing at the time of a Part 2 penalty, it shall drop the spinnaker completely while taking a one-turn penalty, and have it drawing after the penalty. This changes rule 44.2.

2 ADVERTISING

Advertising will be restricted to Category C as defined by the International Lightning Class Association, in accordance with ISAF Regulations Part IV, Advertising Code Section 20.

3 ELIGIBILITY AND ENTRY

- 3.1 Eligibility is defined by the International Lightning Class Association.
- 3.2 Eligible boats may enter by completing the attached entry form and mailing, together with the required fee, to: Coral Reef Yacht Club, 2484 South Bayshore Drive, Miami, FL 33133, Attention: Carol Ewing, or faxed with a credit number to 305-854-5911.
- 3.3 Registration and payment of the entry fee shall be completed no later than 0900 on Tuesday, 16 March 2010.
- 3.4 Information is available at: <http://coralreefyachtclub.org>.
Email: lightning@cofs.com

4 FEES

The entry fee is \$165 USD. \$10 USD of the registration fee is contributed to the International Lightning Class.

5 SCHEDULE

- 5.1 Registration:
 - Monday, 15 March 2010, 1600-2000 hours.
 - Tuesday, 16 March 2010, 0730-0900 hours.
- 5.2 Competitors Meeting:
 - Tuesday, 16 March 2010, 0900 hours.
- 5.3 Meals:
 - Breakfast: Tuesday, 16 March 2010, 0730-0900 hours.
 - Dinner: Tuesday, 16 March 2010, 1800-1900 hours.
 - Lunch: Wednesday, 17 March 2010, following the race.

- 5.4 Dates of racing and number of races scheduled::
Tuesday, 16 March 2010 — 3 races.
Wednesday, 17 March 2010 — 2 races.

6 SAILING INSTRUCTIONS

Sailing Instructions will be available at registration.

7 BERTHING

Boats will be hauled, launched and stored at Coral Reef Yacht Club.

8 VENUE

The regatta will be on Biscayne Bay in the vicinity of the entrance to Dinner Key Channel.

9 THE COURSES

The courses to be sailed may be windward-leeward, Gold Cup or Olympic.

10 SCORING

- 10.1 The Low Point Scoring System of Appendix A of *The Racing Rules of Sailing* will be used.
- 10.2 Five (5) races are scheduled. One race is required to be completed to constitute a series.
- 10.3 No scores will be excluded. This changes rule A2.
- 10.4 Should conditions make it impossible to complete the scheduled number of races, the regatta will be terminated and the results based on the races completed and scored.

11 RADIO COMMUNICATION

Use of hand-held VHF radios will be permitted for communication from the Race Committee to competitors on a predetermined channel to be identified in the Sailing Instructions. The Race Committee intends to use VHF radio to identify OCS (On Course Side of the line) boats after starts and otherwise communicate with the fleet on the water. Failure to receive a hail, for a hail to be made, the order of hails made, or receive other communications to the fleet shall not be cause for redress.

12 PRIZES

Prizes will be given to skipper and crew for the first through fifth places.

13 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

14 FURTHER INFORMATION

Carol Ewing, ILCA VP

Coral Reef Yacht Club
2484 South Bayshore Drive
Miami, FL 33133

Telephone: 305-858-1733

Fax: 305-854-5911

www.coralreefyachtclub.org

Email: lightning@cofs.com



63rd Annual St. Petersburg Winter Lightning Championship

March 18 - 21, 2010

NOTICE OF RACE



1. RULES

- 1.1 The Organizing Authority and host of the regatta is the St. Petersburg Yacht Club (SPYC).
- 1.2 The regatta will be governed by The Racing Rules of Sailing (RRS).
- 1.3 RRS 44.2 shall apply, except that when a boat has her spinnaker drawing at the time of the breach, her penalty shall be a one-turn penalty (see RRS 31.2) with the head of her spinnaker below the gooseneck from the time she passes head-to-wind until she is on a downwind course.

2. ELIGIBILITY AND ENTRY (Entry Form Enclosed)

- 2.1 The regatta is open to all boats of the ILCA.
- 2.2 The skipper and crew must be members of the ILCA.
- 2.3 An approved Measurement Certificate must be on file in the ILCA Office for each boat entered.
- 2.4 Eligible boats may enter by completing the attached entry form. Completed entry forms should be mailed, with a check in payment of the fee, or faxed, along with a MasterCard or VISA number for payment of the fee, to Phyllis Eades: fax: 727-895-4779, voice: 727-822-3873. Entry forms can be obtained from the SPYC web site at:
<http://www.spyc.org/club/scripts/section/section.asp?NS=PR>
- 2.5 Boats may simultaneously compete in any of the Championship, Masters, and Woody divisions.
- 2.6 Master qualifications: The skipper must be at least 55 years of age as of 12/31/10 and the total crew age must be at least 130 years as of 12/31/10.

3. FEES

Registration fees: \$190 per boat; \$10 of which goes to the ILCA. A \$20 discount will apply for entries faxed or postmarked before February 25, 2010.

4. SCHEDULE

Thursday

1400-1730	Registration -----	Park View Room
1730	Competitors' Meeting -----	Ballroom
1800	ILCA Meeting -----	Ballroom
1900	St. Petersburg Welcome Party -----	Waterfront Room

Friday

1000	Warning, first race of the day
------	--------------------------------

Saturday

1000	Warning, first race of the day
------	--------------------------------

Sunday

1000	Warning, first race of the day
1400	No warning signal after this time
ASAP	Trophy presentation ----- Sailing Center
1630	All boats, trailers, and vehicles must be out of the SPSC

5. SAILING INSTRUCTIONS

Sailing Instructions will be available at registration.

6. BERTHING

Boats will be launched, hauled, and stored at the St. Petersburg Sailing Center, 250 2nd Avenue SE. No vehicle parking is allowed at the St. Petersburg Sailing Center. The racing area will be in Tampa Bay, east of the St. Petersburg Municipal Pier.

St. Petersburg Winter Lightning Championship

NOTICE OF RACE

7. VENUE

The racing area will be in Tampa Bay, East of the St. Petersburg Municipal Pier.

8. COURSES

The courses will be windward-leeward.

9. SCORING

9.1 The scoring system will be the Low Point Scoring System of RRS Appendix A.

9.2 Seven races are scheduled. One race must be completed to constitute a regatta.

9.3 Master and Woody division boats will be scored only on the first two (2) races of each day.

10. PRIZES

Prizes will be awarded to the skippers and crews placing first through fifth in the Championship division, first through third in the Masters division and first in the Woody division providing three or more Woodys participate.

11. ELECTRONIC COMMUNICATIONS

The Sailing Instructions will change RRS 41 to permit the use of hand-held VHF radios, but only for receiving communications from the race committee, and in emergencies. Use of any other electronic communication devices, including cellular phones, is prohibited.

12. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See Racing Rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

13. FURTHER INFORMATION and REGATTA CONTACTS

St. Petersburg Yacht Club Website for:

<http://www.spyc.org/club/scripts/section/section.asp?NS=PR>

Accommodations; Entry Form; Event Schedule; General Information with Tips, Maps & Parking; Racing Area Chart; Sailing Instructions; Tide Tables

OR Contact:

Robert Birkenstock, Regatta Chairman
155 Sixth Avenue NE
St. Petersburg, FL 33701
Phones: 727-867-7999 (home)
727-410-7999 (cell)
Email: birky@tampabay.rr.com

Phyllis Eades, Sailing Secretary
St. Petersburg Yacht Club
11 Central Avenue
St. Petersburg, FL 33701
Phones: 727-822-3873 (office)
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Men's Pique Polo with Stripe Trim

6.5 oz., 100% ring spun cotton pique polo. Rib knit contoured collar and cuff with single strip trim. — **\$28**



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Men's Custom Silk Necktie

Custom printed Lightning Silk Neckties. Two stylish colors to choose from. Very sharp! — **\$35**



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Four-panel, low-profile cap made of UV protective fabric, with an elongated bill for sun protection. Mesh on the two side panels for extra breathability. Flexible nylon webbing outside Velcro® closure. Metal clip and cord system to attach to collar. Also includes Adams exclusive Cool Crown comfort mesh lining and a terry cloth sweatband. Color: white/stone. Bolt: black with blue drop shadow. **\$20**

Or contact the ILCA Office:

office@lightningclass.org

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street
Centennial, CO 80016
Phone: (303) 325-5886
Fax: 303-699-2178



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Additional perspective is offered by the North American-Championship team of Skipper Matt Burrridge 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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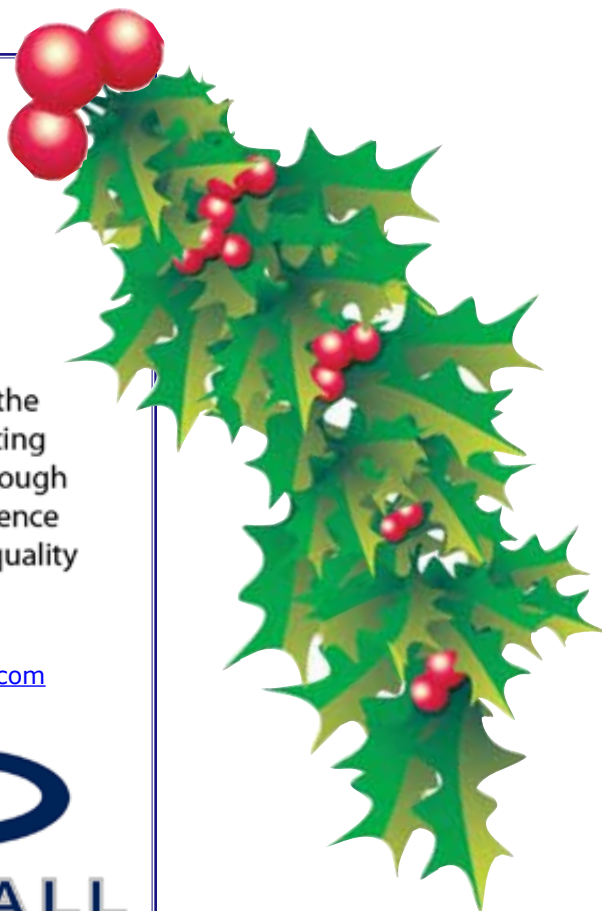
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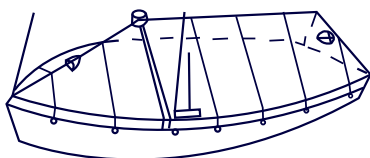
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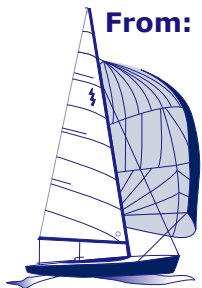
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15356 Nickels. Moving out of area, must sell. Fast boat, lightly used. Nickels trailer with spare & kickstand. Two sets of VSP sails one set like new. North covers, excellent shape. Tacktick digital compass, handy lock turnbuckle covers. Boat is in southern NY. \$18,000 or \$16,500 w/out covers, sails. Contact Rachel Avenia-Prol rachel.avenia@gmail.com 973-769-7360

15221 Nickels 2004 fully loaded. Boat in excellent condition. Always dry sailed. Light grey deck with white hull and white rubrails. Full set of North Sail Fisher sails: main, jib, and R2 spinnaker. Second set of North Sails. Tiller with fiberglass extension. North covers. Galvanized Long Tongue Trailer. Hampton, Virginia. \$14,500.00. Contact Greg at 757-754-2389 or vasail@yahoo.com

14980 Nickels. White hull with teal blue trim. 2 sets of North sails. Excellent condition. Garaged in Off-season. Trailer with spare tire, mast cover, two piece travel cover, day/mooring cover, rudder cover. Boat is in Wilmington NC. \$13,500 Beth Jueschke 678-360-2808 bjueschke@hotmail.com

14963 Nickels. Multi year fleet champion boat. White hull, gray deck, well maintained, garaged in winter. Fully race equipped with dual side controls. Spin halyard led aft, jib halyard led into cockpit. Two sets of sails, trailer cover, mast cover and new VSP cover with skirt to chine. Nickels galvanized long or short tongue Trailer. \$13,500. Contact Pat Dolan 517.214.6568 patrick@dolan.name

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

14860 Allen \$9,500 White hull, black rails. Practice Sails included, covers negotiable. Rudder, boom and trailer all 2.5 years old. Needs some lines and rigging replaced. contact Debbie Probst 260) 417-2363 debbiekayprbst@comcast.net

14850 Allen White hull with Gray deck and Black rails, North Fisher club racing sails + 2 spin, Fabri-Craft 2 psc travel cover and mast cover. All rigging in excellent condition. Galvanized Allen trailer with new tires, New bailer, Tac-Tic Compass, Allen custom fiberglass jib lead pedestals, 2 spin poles, JCD carbon hiking stick. 703 lbs at 2009 NA's. Boat located @ Southold NY Contact: G.W.Koch gkbear64@aol.com or 516-318-4948 Race ready at \$12,000

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14786 Allen. Good Racing record and Excellent Condition. North Sails Main, Jib Spin, cover, Trailer. #705 since new and has extra fiber glass on bottom for stiffness. \$12,750 Jon Schwartz smoothsail@hotmail.com 732-241-6660 Red Bank NJ

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

14702 Nickels. White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. 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! 7,500. Sam Bookey sbookey@hotmail.com 704-358-0407, Charlotte, NC.

14657 Nickells. White hull with gray deck. New Bryant mast. Full set of sails in good shape. Mooring cover only 3 years old, and bottom cover in excellent shape. \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

14652 (1994 Nickels hull) is "race ready". Galvanized trailer, Trailer cover, Dry mooring cover (average condition), Tack-Tick Micro Compass. \$8,500. 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 awlgrippd 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, ready to race, \$8150.00, Toronto, Canada, Phil 416-779-0857, pjager@htxgroup.com

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

14434 Nickels. In very good condition. Extended galvanized trailer. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. \$6,800. Rhode Island. Rick 401.749.3165

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

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

14074 Nickels. excellent condition, all white with blue water line pin stripe. All go fast controls all newer, 1 set of north sails. Tack Tick compass. Mast cover, one piece travel cover and mast up / boom up day cover. good trailer. \$6,200.00 Located in York, Pa Tprlor@finchinc.com or cell 717-917-8602

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

13818 1983 Nickels. Dark blue hull with yellow stripe at deck and waterline. New mast in 2008. Nearly all control lines replaced within last 4 years. Two full sets of North sails. 2-year-old North travel covers. Last weighed at 2008 Southern Circuit ~705 lbs with lead correction. \$4,500.00. Joel LeMahieu jojoelamahieu@hotmail.com (920) 207-2026

13211 Blue hull, 2 sets of sails, new stainless steel centerboard, comes with steel trailer. Delaware. Price \$1300.00 201-745-5934 swalbrecht823@yahoo.com.

12705 1975 Fiberglass Lightning. Sailed in fresh water. SS centerboard, 3 sets of sails, custom boat cover & new shrouds, trailer. \$2800. Malcolm Dugliss, caldwildugliss@charter.net 828-582-1816 828-258-9324

12687 Lippincott, white hull, oval mast and boom, rigging

upgrades, good trailer, regular and travel cover, \$2200. Cazenovia NY 315-815-4161 wmott@oswego.edu

11278 Allen. Light blue hull white deck. Lots of rigging upgrades including new mast last year. 2 sets of North sails. Trailer with spare. New North travel cover (top and bottom) and additional mooring cover. \$2500. Croom Maryland. John Gastright at (301) 579-6455

11072 Mid 1960's. Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim. Main, jib and two spinnakers. Trailer with jack stand. Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME 04917

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

10827 Lippincott. built in 1968. Beautifully maintained and ready to sail. SS centerboard. North Sails. Updated Bryant Performance Spars mast and boom. Mahogany floorboards, combing and splashboard. Trailer electric, hubs, axle and tires replaced July 2009. Marion, MA. (508)758-2282. \$3500 Annemarie Fredricks airborne1715@comcast.net 508-758-2282

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

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

9134 Wooden Lippincott. Beautifully built and maintained: cedar, mahogany, teak and canvas. Two sets of sails and spinnaker. Custom built, low-profile trailer. \$2,000. Granville, Ohio lscott02@roadrunner.com

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

6378 Cedar and spruce allen trailer, with two mast/boom set ups. Boat needs rub rails, minor decking and some keelson work. SS cb, good club sails. \$1200 Obo. Jamie Perkins, Stamford, CT sailski54@yahoo.com 203-687-6959

2777, "Jackie Sue", Skanteateles, was last sailed approximately 1960. She has been stored inside since then. 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. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

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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.

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