



## The New 2009–2012 Rules Are Here!



On January 1, 2009, the new edition of The Racing Rules of Sailing goes into effect. Dave Perry, Chairman of the US SAILING Appeals Committee, explains some of the game changes that the new rules will create.

For a complete explanation of the racing rules, get Dave's classic book, *Understanding the Racing Rules of Sailing*, available from US SAILING's on-line store.

- Same Tack / Proper Course
- New three length zone
- Mark-Room
- Rule 18 clean-up
- Gybing at a leeward mark
- Obstructions
- Room to Tack

### ***New Three-Length Zone; No More "about to round a mark"***

The previous rule 18 (which is the rule for rounding or passing marks and obstructions) began to apply when boats were "about to round or pass the mark or obstruction." Though this was a useful, self-adjusting criteria given the varying speeds and levels of boat handling in the wide spectrum of boats and conditions that are raced under, it was also very vague and almost arbitrary. The new rules now create a definitive location where rule 18 begins to apply. It is when the boats reach the Zone, which is now three lengths from the mark (see definition Zone; note that sailing instructions can change the Zone to two or four lengths; and team and match racing are staying with two lengths, and radio-controlled boats are staying with four).

The game change here is that even if the boats are approaching the mark quickly and/or have a lot of sail handling to perform before rounding the mark, outside right-of-way boats do not need to start giving room until they or the inside boat reaches the Zone. However, outside boats are required to give the room the moment either of them reaches the Zone, so they must be ready for that obligation. And for boats clear ahead of others, they are "safe" from being overlapped on the inside when they reach the Zone, which is now three lengths from the mark, not two as in the previous rules.

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### ***A New Definition Called Mark-Room***

Instead of saying "room at the mark," there is a new concept called "mark-room" (see definition Mark-Room). In fact, it is not entirely new; the previous rule 18 contained a definition of room at a mark or obstruction that has now been incorporated into the new definition.

"Mark-room" is the space a boat needs to sail "to" the mark in a seaman-like way; and then when she's "at" the mark, the space she needs to sail her proper course around the mark. The primary difference is that the previous rules did not specifically require outside right-of-way boats to give inside boats room to sail "to" the mark, though most outside boats did so anyway. Once a boat gets to the point where she needs to turn around the mark, she can sail her fastest course from that point on (i.e., her proper course), which will normally be to smoothly turn around the mark passing as close as she dare. There is not much game change here.



# President's Column

Brian Hayes, Sr.

Well we made it. We are into 2009 and 2008 is in the rearview mirror. On several fronts, good riddance. 2008 had its share of bumps and bruises for many. However, 2008 did treat us to some great moments for the ILCA. We had the Yachtsman of the Year for 2007-08 selected from our ranks (congrats again to Jeff Linton), we had a hugely successful Southern Circuit, North Americans, South Americans and European Championships. We celebrated our 70th anniversary with a great party in Skaneateles and continued to be the talk of the town with the success of our Boat Grant program.

What can we expect in 2009? Here are some coming attractions:

- The 2008 yearbook will be arriving shortly. It's late (actually it's REALLY late!), but the content is awesome and it is at the printer as I write.
- The 2009 yearbook is already in the works and the plan is to have it distributed by June 1st. The 2009 Yearbook will be distributed in CD format. This will save on printing and shipping costs as well reduce the amount of paper waste we create. The yearbook will be available as a standard hard copy in a limited run for an additional charge of \$20 each. If you want a hard copy yearbook in 2009, please order it when you do your 2009 membership. Please make certain your Fleet and District reports are in to the Class Office by February 16 to insure inclusion in the 2009 book.
- The Southern Circuit promises to be as amazing as ever. As of this writing, gas prices were under \$2/gallon along the east coast, and I have spoken to



over a dozen teams who are planning to sail the entire Circuit. If you can, try to make one, two or all three events. As always, a good time will be had by all. And don't forget the midwinter General Meeting is scheduled for March 19 at 6:00 PM at St. Pete Yacht Club. Hope to see many of you there.

- The group at Sodus Bay have been working hard to organize a not-to-be-missed North American Championship in August. The website is: <http://www.sodusbayyc.org/events/2009lightningnas/index.htm>

Make plans to be there.

- Our World Championship is to be held in September and has the makings to be one of the best ever. The list of entries continues to grow and representation from many countries is expected. Follow the lead up to the event at: <http://www.mbbc-vt.org/Events/LightningWorlds09/default.asp>
- A new website!! While our current website is often used as a model by other classes on "how to do it," our new website has more features, better functionality and is easier to navigate. Jan and SherryI have been working hard to get the new site prepared and we hope to be "live" with it in a few weeks. Keep an eye out for it and send in your feedback so we can continue to improve.

Looking forward to seeing many of you down south at the Circuit.

PS. Don't forget to renew your membership!

### Call for Nominations!

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

To be included in the next Yearbook, District and Fleet reports must be to the Class Office by **February 16**. We must observe this deadline in order to meet our production target date of June 1.

Photos for the Yearbook must be at print resolution. Please include Fleet rosters.

Please contact the Class Office with the names of District and Fleet officers who will be serving in 2009. Ballots will be going out soon for the vote on a change to the by-laws, and we need to get them into the right hands.

### International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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



## Official Notices

Proposed Change to the ILCA By Laws:

The change is By-law ARTICLE VIII, Par. 5 as follows to add item vii. Shown in bold type.

### 5. PORTABLE EQUIPMENT

#### a) Mandatory

i) Ground tackle shall be fluke-type anchor weighing not less than 1.8 Kg (4 lbs) with 15.24 M (50 Ft) of line attached. Variation may be made only by specific permission from the Chief Measurer when local conditions dictate.

ii) Compass

iii) Bucket with a capacity of one gallon

iv) Throw-able life preserver or cushion with an attached whistle

v) Paddle

vi) other life-saving equipment as required by government regulations.

**vii) A towline solely dedicated to towing and/or anchoring and readily available at all times. Line must be at least 15.24 M (50 feet) long with a minimum diameter of 9.54 mm (3/8 inches) and a minimum breaking strength of 1632.95 KG (3600 Lbs).**

### Notice of Meetings

The next Governing Board Meeting of the ILCA will be held Thursday March 19, 3:00 PM in the Quarterdeck of the St. Petersburg Yacht Club.

The next General Meeting of the ILCA will be held Thursday March 19, 6:00 PM the Ballroom of the St. Petersburg Yacht Club.



### U.S. Coast Guard Auxiliary Public Affairs

Contact: Anthony Turner  
Public Affairs Officer  
562-577-0343  
anthony.j.turner@uscg.mil  
<http://www.news.auxpa.org/>

### Press Release

America's Waterway Watch program more relevant following Mumbai attacks.

WASHINGTON D.C. - The public can help the Coast Guard keep America's waterways safe and secure. In light of the tragic terrorist attacks in Mumbai it is important to remember that all Americans play a vital role in homeland security. Whether you live, work or recreate near the waterways of the United States you can assist the Coast Guard by remaining vigilant and reporting suspicious activity.

With this in mind, the Coast Guard Auxiliary reminds the public of the America's Waterway Watch program. America's coasts, rivers, bridges, tunnels, ports, ships, military bases, and waterside industries may be the terrorists' next targets. Though waterway security has been increased greatly in recent years, with more than 95,000 miles of shoreline, over 290,000 square miles of water, and approximately 70 million recreational boaters in the United States, the Coast Guard and other law enforcement agencies can not do the job alone.

The America's Waterway Watch program simply requests that the public do their part and report:

- unusual surveillance of vessel or waterside facility operations,
- unattended boats near bridges,
- unusual diving activities,
- unauthorized vessels operating in restricted areas, or other suspicious activities.

Call the National Response Center at 1-877-24WATCH or radio the Coast Guard on marine channel 16. Call 911 or marine channel 16 to report immediate danger to life or property. For your safety, do not approach or engage anyone acting in a suspicious manner – call for help.

For more information on the America's Waterways Watch program please visit [www.americaswaterwaywatch.org](http://www.americaswaterwaywatch.org).

The U.S. Coast Guard Auxiliary is the uniformed civilian component of the United States Coast Guard. Created by an Act of Congress in 1939, the Auxiliary directly supports the Coast Guard in all missions, except military and direct law enforcement actions.

America's Waterway Watch video is available at: <http://www.youtube.com/watch?v=YCCKQjEqjJw>

# International Lightning Class Association

## Profit & Loss

January through December 2008

Ordinary Income/Expense	Jan - Dec 08
<b>Income</b>	
Skipper Dues - North America	40,002.00
Skipper Dues - South America	1,665.00
Skipper Dues - Europe	1980
Crew Dues - North America	7,417
Crew Dues - South America	580
Crew Dues - Europe	400
Associate Dues - North America	3093
Associate Dues - South America	104
Associate Dues - Europe	260
Fleet Dues	2,975
Flashes Subscription	3,928
Flashes Advertising	11,174
Boat Royalties	2,600
Mast Royalties	1,360
Sail Royalties	19,050
Merchandise	17,537
Classified Advertising	750
Yearbook Advertising	3,250
Regatta Income	6,500
Interest Income	5,481
Miscellaneous Income	450
Spinnaker Video	688
<b>Total Income</b>	<b>131,245</b>
<b>Expense</b>	
Executive Secretary	37,218
Travel	413
Flashes	13,944
Advertising	700
Credit Card Fees/Bank SC	3,875
Depreciation Expense	1,458
Computer Supplies/Maint.	1,941
Communication Expense	2,656
Office Supplies	3,955
Organization Dues	1,147
Postage & Delivery	3,931
Recognition Awards	2,091
Store Merchandise	9,783
Lightning Lab	1,329
Promotion	3,483
Regatta Expenses	3,833
Yearbook	19,436
Boat Grant Program	731
Computer Supplies/Maint.	70
Website/Contracted Services	7,331
Internet Expenses	600
Video	4,886
<b>Total Expense</b>	<b>124,818</b>
<b>Net Ordinary Income</b>	<b>6,427</b>
<b>Other Income/Expense</b>	
<b>Donations</b>	
ILCA Fund	4,310
<b>Limbaugh Fund</b>	
Limbaugh Fund Income	1,348
Limbaugh Fund Expense	(450)
<b>Total Limbaugh Fund</b>	<b>898</b>
<b>History Fund Income</b>	
History Fund Income	1,116
History Fund Expense	(3,381)
<b>Total History Fund</b>	<b>-2265</b>
<b>Boat Grant Program</b>	
Boat Grant Income	16,173
Boat Grant Expense	(12,893)
<b>Total Boat Grant Program</b>	<b>3,279</b>
<b>Total Donations</b>	<b>6,221</b>
<b>Total Income</b>	<b>12,649</b>

## Balance Sheet

As of January 19, 2009

		Jan 19, 2009
<b>ASSETS</b>		
<b>Current Assets</b>		
Cash		38,731
Accounts Receivable		7,410
<b>Total Current Assets</b>		<b>46,141</b>
<b>Fixed Assets</b>		
<b>Boats</b>		
15189 Lightning	13,500.00	
Accum Depreciation	(850)	
14860 Lightning	11,085	
Accum Depreciation	(608)	
<b>Total Boats</b>		<b>23,126</b>
<b>Total Fixed Assets</b>		<b>23,126</b>
<b>Other Assets</b>		
ILCA Fund		199,266
Limbaugh Fund		31,423
History Fund		6,884
<b>Total Other Assets</b>		<b>237,574</b>
<b>TOTAL ASSETS</b>		<b>306,841</b>
<b>LIABILITIES &amp; EQUITY</b>		
<b>Current Liabilities</b>		
Accounts Payable (Yearbook)		17,000
<b>Total Current Liabilities</b>		<b>17,000</b>
<b>Equity</b>		
<b>Net Assets</b>		
Temporarily Restricted	219,210	
Unrestricted	9,674	
<b>Total Net Assets</b>		<b>228,884</b>
Retained Earnings		47,110
Net Income		13,846
<b>Total Equity</b>		<b>289,841</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>		<b>306,841</b>

## **ILCA Treasurer's Report—John Faus**

### **Overview**

2008 was a financially stable year for the ILCA. Donations to the ILCA funds continued and our funds are growing. These funds have been invested very conservatively, which has allowed the funds to remain stable. North American Skipper and Crew memberships increased, while our International memberships slightly decreased. The ILCA really survives by our members paying their dues. We hope that District and Fleet Commodores will help recruit and encourage people to join the ILCA. Fleet Captains can find a list of paid members within their fleets on the website at <http://www.lightningclass.org/Fleet/index.htm> or from the Class Office. Please chase down the members from your fleets that are not members and encourage them to join! The Class Office has a great selection of items in the Lightning Store: shirts, hats, belts, ties, videos and many other Lightning goods are available, please visit the store.



John Faus—ILCA Treasurer

**2009**

The Executive Committee continues to find ways to make the ILCA more efficient while also cutting costs. With the current tough economic times that we are facing, the ILCA needs your membership dues and contributions to the different ILCA funds more than ever. One big change that we will be making is with the yearbook. All paid active members will receive a free CD color version of the 2009 yearbook. The yearbook will also be available on the Lightning website. Hard copies of the yearbook will still be available at a slight cost to members. If you want a hard copy, please make sure to place your order when you renew your membership. This change will save the class approximately \$15,000–\$17,000 per year. The cost of the yearbook has been one of the largest expenses that the ILCA absorbs. Jan has also been able to cut down on various other expenses including: office supplies, mailing/shipping costs and the cost of Flashes. I also have to give a huge 'Thank you' to Past President Steve Davis for continuing to help preparing the financials for the Class.

**Boat Grant Program**

We are happy to report that the Boat Grant Program completed its second year and the graders are currently working through the 18 new applications for 2009. The 2008 operating costs of this amazing program have again been covered by various donations from the general membership. Thank you to all that have supported this program. We must also thank, Allen Boat Company, Nickels Boatworks, North Sails, Vermont Sailing Partners and Quantum sails for their very generous use of boats and sails. Without the support of these companies, the Boat Grant Program would not be possible. Please renew your ILCA membership and consider making a donation to one of the ILCA Funds today. See you at the Southern Circuit.

<b>2009 BUDGET</b>			
<b>INTERNATIONAL LIGHTNING CLASS ASSOCIATION</b>			
<b>REVENUE</b>		<b>EXPENSE</b>	
Skipper Dues-North America	36,000.00	Executive Secretary	38,000.00
Skipper Dues-South America	1,575.00	Travel	1,500.00
Skipper Dues-Europe	1,800.00	Flashes	18,500.00
Crew Dues-North America	7,250.00	Advertising	600.00
Crew Dues-South America	650.00	Credit Card Fees	2,400.00
Crew Dues-Europe	300.00	Computer Supplies/Maintenance	2,000.00
Associate Dues-North America	2,600.00	Communication Expense	3,000.00
Associate Dues-South America	78.00	Office Supplies	3,000.00
Associate Dues-Europe	260.00	Organization Dues	2,000.00
Fleet Dues	2,750.00	Postage and Delivery	3,700.00
Flashes Subscriptions	3,600.00	Recognition Awards	2,000.00
Flashes Advertising	9,000.00	Store Merchandise	9,000.00
Boat Royalties	1,500.00	Professional Fees	1,500.00
Mast Royalties	1,050.00	Office Support Services	1,000.00
Sail Royalties	11,400.00	Website upgrade	4,000.00
Merchandise	13,000.00	Lightning Lab	3,000.00
Classified Advertising	700.00	Promotion	3,600.00
Yearbook Advertising	3,000.00	Regatta Expenses	4,000.00
Regatta Income-S. Circuit	1,500.00	Yearbook	7,000.00
Regatta Income-Nas	3,000.00	Miscellaneous	1,000.00
Regatta Income-Worlds	1,000.00		
Interest Income	9,000.00	<b>Total Expense</b>	<b>\$ 110,800</b>
Miscellaneous Income	500.00		
<b>Total Revenue</b>	<b>\$ 111,513.00</b>	<b>Total Operating Gain/Loss</b>	<b>\$ 713.00</b>



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## ***New Rule 18 Cleans Up Some Confusion Caused in the Previous Rule 18***

In the previous rule 18, if a boat on port-tack (P) reached the two-length zone clear ahead of a boat on starboard-tack (S), P became the right-of-way boat while they were in the act of rounding the mark. Having the port-tack boat be the right-of-way boat was very confusing. Under the new rules, S remains the right-of-way boat but must give P “mark-room” (see rule 18.2(b)). Also, under the previous rules, if a boat outside of two others entered the zone but then needed to sail back out to give the inside boats room, it was not clear whether rule 18 turned off for that boat (call it X) when it left the zone, such that boats astern that became overlapped on the inside when X reentered the zone were entitled to room. Under the new rule 18, it turns off when a boat leaves the zone for any reason, including giving room to inside boats (see rule 18.2(c)). However, with the new larger zone, it will be possible to remain in the zone longer while still giving room.

## ***Rule 18.4 (Gybing at a Leeward Mark) Does Not Apply at a Gate Mark***

This may be the biggest “game change” in the new rules. When a leeward “gate” is being used (two leeward marks close to one another that boats pass between and exit in either direction), rule 18.4 does not apply (see rule 18.4). That means that when a boat is approaching a gate mark on the inside with right of way over other boats (and assuming that rule 17 does not apply; i.e., she did not become overlapped from clear astern which would require her to not sail above her proper course), she does not need to gybe to sail her proper course around that mark for as long as she remains the right-of-way boat. She may sail farther from the mark than needed to sail her proper course, even if she has no intention of sailing over to the other gate mark. She might do this because she is having difficulty lowering her spinnaker, or because she wants to push the outside boat outside of the zone or over to the other mark. Outside keep-clear boats will need to keep clear of her under rules 10 (port/starboard) or 11 (windward/leeward). The take-away here is, more than ever, outside boats should not have their bows “locked” outside of boats they are giving room to or keeping clear of at marks.

## ***No More Zones Around “Obstructions”***

Because the previous rule 18 applied at marks and obstructions, it created a two-length zone around every obstruction (such as other boats on the starting line or starboard tackers upwind). If boats were not overlapped before they were two lengths from these obstructions, inside boats were technically not entitled to room from outside boats. In reality however, most sailors did not consider the overlap situation at each zone as they reached down the starting line with everything happening very quickly. The new rules remove “zones” from all obstructions by breaking the old rule 18 into two new rules (rule 18 for rounding marks and rule 19 for passing obstructions). Under new rule 19, if boats are overlapped when they get to an obstruction, outside boats must give inside boats room to pass the obstruction, even if they weren’t overlapped before arriving at the obstruction. The only test for an inside boat establishing an overlap between an outside boat and an obstruction (other than a continuing obstruction) is whether the outside boat is able to give the inside boat room from the time the overlap is first established (see rule 19.2(b)). This does not represent a big game change.

But there will however be a small change on the starting line in the situation where a boat astern is considering sailing in between two boats that are luffing side by side. Right-of-way boats in a race can still be “obstructions” but in the new rules they are never “continuing” obstructions (see definition Obstruction). This will change the “test” for whether a boat astern can establish an overlap between two other boats. Under the previous rules, on the starting line a boat astern (B) could establish an overlap between a leeward boat (L) – which was the obstruction – and a windward boat (W) only if there was room for her to pass all the way between them in safety (windward boats used to let their booms hang out to leeward to narrow this space). The “test” under the new rules however is whether W can give B room to keep clear of L from the time the overlap begins (see rule 19.2(b)). It will still be tough for B to put her bow into a tight space because B has to initially give W room to keep clear when she becomes overlapped to leeward of W (rule 15), and give her room to keep clear if she then luffs (rule 16). But, if W can respond and create the space B needs, B is entitled to be there. The same will be true on a downwind leg when B approaches two boats ahead (L and W).

## ***Rule 20 (Room to Tack at an Obstruction) Has a Small But Important Change***

Rule 20 is previous rule 19; it is the rule that allows a boat to call for room to tack at an obstruction and requires the hailed boat to respond in one of two specific ways. The rule prohibits a boat from hailing when safety does not require her to make a substantial course change to avoid the obstruction, or if the obstruction is a mark that the hailed boat is fetching (see rule 20.3). However, it now states that when a boat is hailed, she *must respond* by tacking or hailing “You tack” (see rule 20.1(b)), even when the hailing boat has hailed when she is not allowed to under rule 20.3 (see above). This is for safety. To be clear, if the hailed boat thinks the hail is not allowed, she must still respond; if she doesn’t, she breaks rule 20.1(b) and will be penalized. After responding, she can then protest the hailing boat, who should then be penalized for breaking rule 20.3.

---

*Thanks to Scuttlebutt for sharing this with the Lightning Class.*

# Making Noise in the Lightning Class! Contact your Quantum Lightning Experts

Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729-4777  
 Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1160  
 Newport - Randy Shore - rshore@quantumsails.com - 401-849-7700  
 Newport - Tim Healy - thealy@quantumsails.com - 401-849-7700

## 2008 Results

- \* Lightning Spring Classic - 1,3,5
- \* Lake Erie Districts - 2nd
- \* Midwest Districts - 2nd
- \* Independence Day - Pymatuning - 1\*,2,4
- \* BCC Club Championships - 1st!
- \* Texas Districts - 2,4
- \* California Districts - 4th
- \* North American Championship - 4,5\*,7,8,10
- \* White Cap - Pontiac - 2,3
- \* Pacific Coast Championships - 1st!
- \* Bruce Goldsmith Memorial Regatta - 1,2,3,5
- \* Hoosier Regatta - 1,3
- \* North Cape Blowout - 1,2,3,4,5\*,6,7
- \* Bluenose Regatta - 1st!



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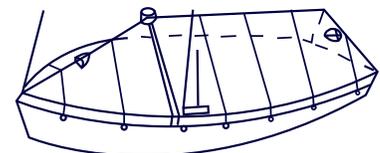
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## Lightning Family News

### Allan Terhune: Winner's Profile

This past weekend the Biscayne Bay Yacht Club hosted the second regatta of the Etchells class four-event Jaguar Series, the Sid Doren Memorial Regatta. Event winner Allan Terhune provides a few details from the weekend:

- Is this first time in Etchells racing in Miami?

*Terhune:* No, I sailed the last two Jaguar events last year. I also sail Lightning's in Miami frequently. Miami is a very unique venue and is definitely a place that requires some time to get used to. Also, sailing the Jaguar events last year really helped us to know what to expect this year. Miami is by far one of the best sailing venues in the US.

- Is there much difference in the racing Etchells to the Lightning?

*Terhune:* The Etchells and the Lightning are quite different. The main difference is the weight and lack of maneuverability of the Etchells.

There are also much smaller differences in speed in the Etchells which really puts a premium on boat handling, strategy and tactics. Both boats are fun to sail, and I really enjoy both of them. The things that are common is that both boats require a great team to sail them well and that it is difficult, very difficult actually, to win in either fleet. SailKarma, read on:

<http://www.sailkarma.com/2009/01/allan-terhune-on-2009-jaguar-cup.html>



Katie Terhune, Christine Wake, Todd Wake, Allan Terhune

### Welcome New Member Spencer Carson



I only recently got into sailing. About a year ago my friend bought a 470 sailboat on a whim. He started fixing it up and did some research on it. Finding out that it required two people to sail, he asked if I would be his crew. I agreed.

Sailing has been one of those things I have always dreamed about. The

next spring we took the adult class at our local sailing club and were then offered jobs assisting the student classes. Meanwhile, we both crewed on Lightnings during our clubs Tuesday night races.

I started looking for a sailboat to buy but really didn't expect to get a Lightning for a long time. A short while later I found a 1972 Clark Lightning for sale on Craigslist. I checked it out ASAP—\$475 for a Lightning seemed like a steal. It had some damage and was missing parts, but through the help of club members and by trial and error, I fixed it. I fiberglassed parts of it myself, replaced lines, epoxied, made parts, replaced parts, removed parts, added parts, modified systems etc. I'm continually improving it in very basic and inexpensive ways.

At the start of October I got her on the water. I've been taking it out about once a week since then; my friend, on the other hand, has yet to get his 470 on the water.

### Welcome New Member Rebecca Dickerson

My oldest son bought a sailboat in the Fall of 2007 and began racing it at our sailing club in June of 2008. It was a little frightening to watch from the shore as my eleven-year-old single handled both main and jib and could then go anywhere on our 14-mile lake. It was also a little dull. I wanted both to watch out for his safety and to be able to share in his new activity. So in July of 2008, I began taking lessons on a flying Scot, and by the end of October, I bought a Lightning and I'm hoping to qualify for the North Americans in 2009.

### Welcome New Member Ian (Scott) MacArthur

I am 54 years old and ecstatic to be re-starting sailing after living away from big water for thirty years. I was raised on wooden 420s and a neighborhood wooden Lightning. These boats are my first love, along with the 30-foot open whalers we used at Hurricane Island Outward Bound school.

I found my boat (Cassamidy) on Craigslist, sitting unused in the old owner's side yard at a price a full-time nursing student could afford. She is in need of some surface work, but her hull, tiller, mast and sails are in decent shape. I DO wish there was manual available someplace.

I am working with the boy scouts here on Green Bay to re-start a moribund Venture scouting crew for boys and girls aged 14–20, and we will be using this boat for close in day sail training.

Most of the kids don't have two quarters to rub together, and this is their first experience in organized outdoor activities. At that age, sailing offered me life lessons far beyond just the ability to tack and jibe.

We are sponsored by the local yacht club ([www.mmyc.org](http://www.mmyc.org)) and hope to be able to enter their Wednesday fun race by the end of 2009 summer season. We will keep you informed as we make this transition to being back on open water.

## #7750 Lives Again!

Just thought I would let you know that #7750 lives again! I have fully restored her. She has a fiberglass hull with wood mast, boom, rudder, and trim. I have replaced every piece of wood on her, including the frames.

I will be sailing her on the inland lakes of Wisconsin including Lake Michigan.



## Dave Defoe—Current owner of #7439

I am currently the owner of # 7439, which I bought in 1995 and subsequently restored. I believe I was her fifth owner, and that she has spent her entire life on either Cass Lake or Lake Fenton here in Michigan. She had been neglected for years, and I almost didn't buy her, but her lines were there, even with rotted frames and cracks right through her hull—a real testimony to the craftsmanship of the Nickels and Holman boat works. I spent two years restoring her and have sailed her on Lake Fenton. I am currently replacing her deck and some of the substructure that I should have replaced earlier. Guess I got lazy for awhile.

From 1970 until 1975 I owned and raced #7977 and would really like to know what happened to her. I traded her at N&H for a Shearwater cat, something I regretted for years after. I'm enclosing some pictures of the work I did on 7439.



*Transom rot*



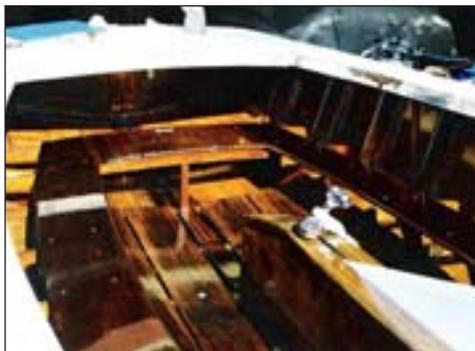
*Hull cracks*



*Replacing frames*



*Primer and spot glaze*



*Going together*



*Ready to flip*



*Let's get wet!*



## ***The Very Southern Circuit***

*By Amy Smith Linton*

This is less a racing report than an event report. Given the scope and pageantry of the Circuito Sur de 2008, however, the workaday discussion of puffs and close crossings could not begin to capture the regatta's spirit.

In Chile, potato chips are known as pappas fritas. Hence the unholy chorus of "Pappa! Pappa Frita!" whenever Chip Till appeared at a gathering during the Chilean Southern Circuit of 2008. Less easy to explain was the swelling murmurs of "Eeeeeeeeasy there, Eeeeeeasy," though one might speculate that the local firewater, pisco, encouraged John Faus to start saying it early in the week. About that spoken-word poetry version of the INXS lyrics at every turn? No logical explanation, but the gang intoned "Your knees are so raw/I've got to let you know/You're one of mah kind" at nearly every opportunity. That and "The keys no es aqui," which passed for bilingual hilarity again and again.

The Chilean Southern Circuit is both similar and different from the one we have in the States in March. For instance, in Chile it's two events over consecutive weekends, with a week of recover—I mean work in between. But way down south, first gun is 2:00 PM, and racing might last until 7:00 PM, which does not in any way impinge on post-race socializing, since the next day's start is no earlier than noon, and the sun sets at around 10:00 PM this time of year. Both circuits offer challenging races, a field of excellent competitors and terrific bonhomie. The Chilean Circuit has much better corporate

## ***El Circuito Sur de 2008***

sponsorship, including banquets, nice shirts and free Gatorade, beer promotions involving "Heineken Girls," as well as several teams of beauty-queen young women in trim-fitting and brightly-colored track suits who worked the crowd with photo ops, promotional pens, hats, various gimcracks, and candies. The advertising works, too: Name a mobile phone company in Chile: Movistar. A health company? Masvida.

At this Circuit, the racing is scheduled with great kindness: the first regatta is Saturday–Sunday with a holiday Monday, while the second is Friday–Saturday, all the better to recover. The closing ceremony was set on the sandy beach at Pingueral and included a feast, awards presentation, and two bands. The first of the bands covered INXS, which offered an opportunity for some of us to relive a mosh-pit youthful friskiness. Victor had the bloody forehead scab to prove it next day. The second band, known as "Pistoles Y Rosas" had a dead-on Axl Rose who whipped the crowd into a dancing, screaming frenzy, and, unexpectedly, launched a bout of crowd surfing. The sight of John Faus and Jeff each hoisted at arm's length above the crowd was topped only by the boggling vision of Chip (Pappa Frita to you, bub) and then our crew Ale Arrieta similarly transported about. As someone noted the next day, at the "We Survived Last Night's Party, so Let's Chow Down on Paella" event at Vic's place, "enough ants can lift up an elephant." Welcome to the Jungle indeed!





*Victor Lobos, newly elected member of the ILCA Executive Committee, discussing the event with the local media*

There's really too much to mention, but a short list of some other unexpected pleasures: fresh stone crabs on the dock after racing on Friday in Pingueral, the belly dancing shows at the awards ceremonies, a gaggle of black-necked swans swanning around Lago San Pedro, a buzz-by from a Chilean navy helicopter, television and newspaper crews swarming the skippers after the racing, the kissing of cheeks at every greeting, the PRO working from a yellow-painted fishing boat and using a loud-hailer to announce what was going on, and the warm Chilean welcome to the norteamericanos.



*World Champions Tito Gonzalez and Jeff Linton being interviewed by the local TV station*

### **The Short Racing Report**

We had Savannah-minus-current conditions on the small but beautiful Lago San Pedro. The breeze on this lake was light, skipping down from the surrounding hills, and a premium went to spotting the puffs and predicting where they might next touch down. Tito, sailing with long-time crew Cristian Herman and Cristian's daughter Camila, won the event but bowed out of the second leg of the circuit due to family commitments—namely, Tito's daughter's wedding.

In Pingueral, a big beautiful bay to the north of Concepción on the Pacific coast, the air continued unseasonably light. While the gringos were not qualified to take home the Circuit cup, there were hard-fought battles at every corner of the course. Victor Lobos, sailing with his brother Sebastian and Alvaro Varela, took the top honors, holding off fierce contention for the cup from both Perez teams.



*Team Perez*

### **The List of Appreciation**

Muchas gracias go to Victor Lobos, who made it ridiculously easy to attend this beautifully-run and seriously fun event. Not only has Victor provided endless hours of Spanish-language problem solving to no-hablar-ing ILCA gringos over the years, he's done a bang-up job of creating a vital new fleet in Concepción. When he invited us, we didn't have to ponder long. Victor rocks, and not just when there's loud music thrashing.

A big general thank-you to the budding Fleet 514, the hard-working volunteers, and the generous owners who gave us a really wonderful pair of regattas. PROs Fernando Perez and Marco Montalbetti, we thank you! Also a pleasure to have Admiral Pedro Arrieta onboard the RC boat. We appreciate the time and energy it takes to run good races like these.

Specific thanks go to our non-sailing boat owner Antonio Aninat and to boat-wright Alfredo Oyarzun. Formerly Fay Reagan's Booby Trap, our boat was competitive and race-ready. Every borrowed boat experience should be so pleasant!

John and Chip would like to thank Victor, who hosted them. Which included, one must note, an immersion experience of Chilean night-life and inclusion in a big family celebration or two. They also want to recognize Caro Gonzalez, their local-knowledge crew, who brought both sailing skills and party-smarts to the game and kept Chip supplied with cerveza and John with water.

Thanks too to Sebastian Lobos, Victor's right-hand bro, who sailed and organized and helped at every turn to make this Circuit successful.

Also a king-sized shout-out to Alejandro "Ale" Arrieta, who agreed to sail with the Lintons. Coming directly off his submarine (seriously! A submarine officer!) Ale proved cheerful, spry, and smart. He endured many spousal kissing episodes between races with little complaint. The big guy hauled us and the boat around, and made many stops at the beer store to keep us in Crystal and Escuda and Heineken, and showed us just the tip of the iceberg of his kick-booty dance moves.

A thousand thanks to the Del Solar family of Concepción. This is J. P. del Solar of Michigan's family: Juan Pablo and Carolina, Maria Jesus, Tomas, Cristobal, and Benjamin, who were our more-than-gracious hosts. They put us up, ferried us around, cheerfully served up delicious meal after meal, and made us feel completely welcome. We drank all their beer and they just laughed when we went to restock their fridge. These folks are Class treasures. We can't wait to see them on the Northern Southern Circuit—now, if we could only get a Bon Jovi cover band...



*Religious gathering – praying for wind!*



*Seb & Anita*



*Ale & Jeff*



*Gifts for the North Americans who traveled to sail in the event*



*John and Chip with Mas Vida girls*



*Second Place Cristobal Perez*



*Winning team*



*Victor thanks the Organizing Committee and Judges*



*"The Raceware Specialists"*

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**...and more!**



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## SUGAR BOWL REGATTA—2008



*Denny Heisler (Tobi's father), Tobi and Dan Moriarty*

When my husband, Dan Moriarty, suggested we go to New Orleans for the Sugar Bowl Regatta, it was hard to say no. I love New Orleans, and by the end of December it has usually been too long since sailing. Gas prices are about \$1.40/gallon and registration is Free! We asked my father, Denny Heisler, to sail with us and hoped my mother would come along for the fun. Unfortunately, my Mom wasn't able to make the trip, but Kay Ward, a long-time Lightning friend of ours, joined us for the road trip and fun. Kay's plans of being "shore-crew" were changed as soon as he had the opportunity to sail with Bill Buckles again.

We arrived into New Orleans at 9:00 PM Christmas Night, dropped the boat at Southern Yacht Club and headed to Bourbon Street. The party was just getting started, and we were there to enjoy the warm weather and care-free atmosphere. We made our way in and out of a few bars, killed a few hours (and brain cells) in the Pat O'Brian's Piano Bar, and then settled into our rooms for some well deserved, post-holiday rest. We had all day Friday to enjoy the town and warm 80-degree weather. I tried to wear out my three companions, but after walking all over the French Quarter, a ride on the street car, a visit to my alma mater campus (Tulane), and hitting a dozen bars along the way, I realized that I was not in the company of amateurs!

We made our way back to Southern Yacht Club on Saturday morning for some fun-in-the-sun Lightning racing. We were all wearing shorts, and excitement increased as we looked out at the 10–12 knot off-shore breeze while we rigged the boats. It was hard to put on spray-gear when it was so warm on land, but I have regretted that decision before. So, doing the front, I suited up, and we pushed off to follow the committee boat to our race-course.

The chute was put up at the harbor mouth, and the ride on the flat water was great. I let Dan and my Dad know that a nice puff was coming, and then I had to tell them that there was more and more and didn't see when the puff would end. It was great, we were on a wild plane and could carry it all of the way down to the starting line!

Next thing you know, the off-shore (slightly shifty) breeze increase one more time, and our "Wooohoo!" feeling turned into that "Oh crap!" feeling. Yes, we tipped over and immediately stuck the rig in the Louisiana goo at the bottom of the Lake. Eventually we got the boat up, it drained out nicely, and although the water was cold, the warm sun was warming our bodies enough to make all three of us agree that we should stay out and

race—no matter how ugly the poop stain was on the top panel(s) of our mainsail.

The wind had picked up with puffs to 20–30 knots and held by the time the race started. A few of our fellow competitors decided to return to the harbor and watch from the Yacht Club bar. I am afraid our spectacular stunt helped with that decision for some. However, the Race Committee set a nice long course, and we were off and racing on time. Somehow the capsize made our tack-tic stop working (warranty status still pending), so we kept our eye on the locals up the beats. Fortunately, our boat speed (possibly a benefit of our 550-pound team weight) was great, and the off-shore breeze produced shifts obvious enough for us lake-sailors to play without really needing the compass.

After several position changes throughout the race with Larry Frost and Tommy Meric, we won. The forecast for Saturday afternoon was correct and the breeze was continuing to increase. The decision was made to return to the harbor and resume racing the next day.

Saturday night the SYC Lightning Fleet hosted a great party at the beautiful home of Cal Herman. They served homemade Gumbo, Jambalaya, grilled sausage, and plenty of beverages for all tastes. It was great to chat with the other Lightning sailors and exchange old stories and plans for the upcoming 2009 season.

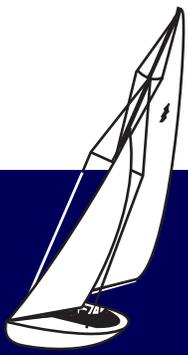
After the party, Dan, Denny, Kay and I returned to the French Quarter. My Dad went to bed as soon as we arrived at our hotel, as he was quite exhausted from trimming the spinnaker and hiking in the big breeze. Dan and I ventured out to be a part of the ever-growing, late-night crowd on Bourbon Street for a while. But we were humbled when we ran into Kay "The Professional" on the street. Dan and I were headed back to our room, and Kay was on his way to another club to catch more live music. Who needs sleep?!?

Sunday brought cooler temperatures and lighter winds. We raced three races before packing up and hitting the road. Dan did a great job of driving in the lighter conditions despite our weight. We won the first two races and finished second in the third race of the day. Scotty Barrett and Bill Baxter Jr. played a left shift nicely up the first beat of the last race. We were able to cut our losses leaving the rest of the fleet on the right half-way up the beat. We tracked Baxter down the last 50 yards of the last run, but Mr. Barrett was launched and won the race handily.

Southern Yacht Club plans to have their new clubhouse completed this summer. It looks amazing already, although still under construction. Fleet 62 is so hospitable and friendly. They really did a great job of making us feel welcome. We hope to return to the Sugar Bowl Regatta next year for more fun in the Big Easy.

### **Results:**

1. Daniel Moriarty
2. Larry Frost
3. Cal Herman
4. Scotty Barrett
5. Thomas Meric
6. William Baxter, Sr.
7. John Womble
8. Bill Buckles
9. Crit Currie Jr.



# Classic Lightning

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

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

## Need Something To Do?

*Bob Astrove*

Recession? Lost a lot of money in the market? Home value declining? Limited “toy” money to spend on the Lightning this winter? Need some off-season fun that won’t cost a lot of cash and will stretch your skills? Maybe get a little weight out of the ends of the boat at the same time? How about making your own new rudder?

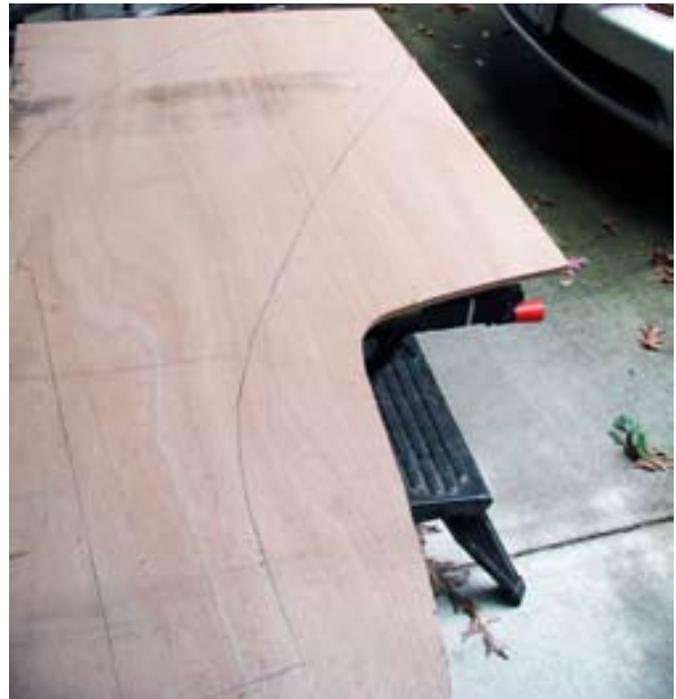
It is no secret in the “Classic” Lightning world that I have ZERO woodworking skills, but I meet all the other criteria above, especially the ones about feeling poor lately. Yes, I restored Pandora, My Nickels & Holman #7603 seven years ago. But that was sanding, painting and rigging. Nothing scary required. No layout, cutting, gluing, or shaping. No power tool more dangerous than a random orbital sander, and certainly nothing capable of cutting off a finger.

Furthermore it is not like I needed a new rudder; I’ve already got two—the original 1960 “fathead” plus a 1970s Allen rudder I picked up as a “campaign contribution” when I ran for School Board a few years back (in the course of campaigning I ran into an old Lightning sailor from the 1960s and 70s, Bill Buckley, who had it in his basement). Unlike my stock market losses, with two spare rudders, there was no risk should the project fail.

But I was bored and wanted to prove to myself that I could build something for the boat. I had one other critical asset, a ½ sheet of leftover 3/8 inch, high grade marine plywood from the new floorboards / floorpan I put in # 12416 three years back. So the new rudder was definitely going to be from marine ply. Right or wrong, no consideration was given to other woods.

I also have a beautiful laminated mahogany and ash tiller Doug Dixon (#584) made for me that fits the modern tubular head, so no decisions there either.

I got out the Lightning plans and laid out measurements on the wood, easy. Next I laid the 1970s Allen rudder and 1960 N&H rudder down over the marks to double check. Wow, were the two rudders different. The older N&H was much narrower near the skeg, about the same down low, and its taper was a sharp



two inches all the way around. In drawing my shape I more closely matched the Allen rudder and then double checked the specifications shown on the plans. Next I got out my 30-year old Sears jig saw and cut out the rough shape. Note: While violating my wife’s rules on dangerous power tools, I argued the saw was grandfathered in as pre-marital (1984), still having the original blade, and probably not powerful enough to cut off a finger.

Next I traced the cutout over a remaining section of the wood and cut out a second ‘blank,’ as I’d need two matching sections to add up to ¾” thick. I then traced out and cut the reinforcing cheeks for the upper rudder section. So total thickness of the top was to be about 1 ½” (fits the Stainless rudder head and standard Pintles).

A couple of weeks passed, but finally the day came to glue the two halves together. I wheeled the 1980 Cadillac (another successful project for which complete lack of skill did not deter) out of the garage to make



room for the mess, and covered everything in paper and plastic. I pulled the can of West System Epoxy off the shelf, thickened with colloidal silica (a standard thickening agent for epoxy, they sell it at the same stores that sell the epoxy, in my case West Marine). The instructions on the web said to thicken until it was like mayonnaise. I did, and then applied it to the wood with a plastic trowel. I carefully lined up the two halves and then used 15 clamps of varying type, some boards, two cinder blocks, a bag of lead shot, and a very heavy piece of 10" sewer pipe, to weight it down and hold it all together while the glue set up. The epoxy oozed everywhere, as expected. The next day I unweighted, unclamped, and peeled the wrap. I had something that was looking like a rudder.



The next challenge was the leading and trailing edge. This was the part that scared me the most, as my woodworking skills really are non-existent. But one of the pluses of using plywood is that as you sand through layers you expose lines where the different plies are glued together. I knew if I could keep these lines straight, parallel, and just sand to the slightly visible middle seam of the two glued halves, I could put a nice 2" taper in the trailing edge. The leading edge was easier as I just created more of a bullet shape.

So out came the belt sander, which is another tool I own, but probably haven't used five times. Turns out this was a piece of cake. In a little over an hour I had a really nice 2" taper on the trailing edge and 3/4" taper on the leading edge.

At risk of digressing, I will share one serious lesson learned. You may remember your Junior High School shop teacher saying not to wear loose fitting clothes in a shop. Turns out this is a good idea! Not sure how this happened, but somehow my favorite smelly boat

repair sweatshirt got sucked into the belt sander with me wearing it...

Over the following two weekends I repeated the epoxy process with the reinforcing upper rudder cheeks.

Then came the sanding. As a wooden boat owner this is something I have lots of practice in. I got out the little palm sander and hit it with some 100 grit, followed by some 220. Hand sanding cleaned up the edges.

I had considered fiberglass over the blade, or even using Carbon Fiber to reinforce, then ruled it out because the wood was looking so good. I still have my doubts about my appearance versus strength tradeoff, but that was the choice I made. I did however seal the wood with two coats of West System, without any thickeners. Then more sanding, and I moved into an unused bathroom in the basement for three coats of Varnish (Pettit brand Captain's Varnish, my long time favorite).

Finally I ordered the heavy-duty pintles and stainless rudder head from Nickels. When I had it all assembled I took the new rudder to Kinkos and weighed it. 9.25 pounds. That is 1.25 over the minimum weight rudders, 1.75 less than the standard rudder, and more than three pounds less than my current rudders.

Hard to say what I really spent on this project. The wood was leftover, but it had been \$100 for the full sheet. The epoxy, varnish, brushes, gloves, etc. were already in the garage, so maybe \$10. The pintles and rudder head were about \$100.

So in the end I spent about \$150, and for that I got two months of entertainment. Of much greater value, I got the satisfaction of proving to myself that I could do it. I have a really nice looking rudder, and yes, I still have ten fingers!

As for strength, we'll know by May?

And the next project? I don't know, any suggestions?



# What a year!

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

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



*One Design*

Another great year for the North Lightning sailors! Again, North Lightning sails proved to be the fastest out there! North Sails designs combined with superior quality, outstanding service and a team of sailors dedicated to one design sailing is what makes a sail a "North sail".

***In 2009, discover the North difference.***

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Photo Bill Clausen



## **SOUTHERN CIRCUIT 2009!!!**

Are you ready for some great sailing, warm weather, the St Pete YC swimming pool, and then there's always the Tiki Bar &/or the annual Rum Party?!

The price of gas is down, and the need for some carefree fun is way up... imagine ten glorious days without reading a newspaper or thinking about the "global economy." Remind your lovely crew that Savannah beckons with her beautiful parks, Irish moss dripping from the tree branches, and the azaleas and daffodils will be blooming! If you can't do the entire Circuit join us for what you can. World Class Biscayne Bay sailing awaits...

### **NOTICE OF SERIES**

#### **REGATTAS**

The Lightning Southern Circuit consists of three regattas endorsed by the ILCA, the Deep South Regatta at the Savannah Yacht Club, Savannah, Georgia, March 14 to 15, the Miami Midwinter Regatta at the Coral Reef Yacht Club, Coral Gables, Florida, March 17 to 18 and the Winter Championship at the St. Petersburg Yacht Club, St. Petersburg, Florida, March 20 to 22. See the Notice of Race for each regatta.

#### **SKIPPER & 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 flotation to help keep the boat afloat after capsizing.

#### **SAILS**

All boats must have the same number on their mains and spinnakers in accordance with ILCA Specifications. Unidentifiable 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 two events. If six 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 eighteen years or younger competing in the Southern Circuit.

#### **FURTHER INFORMATION**

See [www.lightningclass.org](http://www.lightningclass.org) or contact the VP of Southern Circuit, Amy Smith Linton at [aslinton@aol.com](mailto:aslinton@aol.com) or 813-254-3455.

**Deep South Regatta, March 14–15 Savannah, Georgia**

**Miami Midwinter Championship, March 17–18 Miami, Florida**

**St. Pete Winter Championship, March 19–22**

# Deep South Regatta

Savannah Yacht Club — Savannah, Georgia

March 14–15, 2009

## 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 \$150 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: 

Saturday, March 14, 2009	Sunday, March 15, 2009
Registration 0830 — 1030	Warning Gun 1100, racing continues
Competitors Meeting — 1045	No Warning Signal will be made after 1530 on Sunday—March 15, 2009
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. Information: Savannah Yacht Club, Jan Mock — [savhyc@aol.com](mailto:savhyc@aol.com) • Phone (912) 897-1314 • Fax (912) 897-0876  
Dr. Charles Usher: Regatta Chairman — [chasusher@comcast.net](mailto:chasusher@comcast.net)  
Olin McIntosh: SYC Sailing Director — [sailtosh@comcast.net](mailto:sailtosh@comcast.net)

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*Skip Dieball*



*Jeff Linton*



*Bill Fastiggi*



*Amy Smith Linton*



*Matt Burrige*

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

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## The sun, the sea...

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Coral Reef Yacht Club and Fleet 226 look forward to this year's 2008 Miami Midwinter Regatta. Come on down and GET HOT!!!



### 2009 MIAMI MIDWINTERS MARCH 16-18, 2009 NOTICE OF RACE



1. **Rules**  
The regatta will be governed by the Racing Rules of Sailing, the International Lightning Class Rules, the Notice of Race (except as any of these are modified by the Sailing Instructions) and the Sailing Instructions.
2. **Jurisdiction**  
The regatta will be held under the jurisdiction of the International Lightning Class Association (ILCA).
3. **Organizing Authority**  
The organizing authority is the Coral Reef Yacht Club.
4. **Schedule of Events**

Monday	March 16	Registration 4:00 p.m. - 8:00 p.m.
Tuesday	March 17	Registration 7:30 a.m. - 9:00 a.m. Complimentary Breakfast 7:30 - 9:00 a.m. 3 races 11:30 a.m. 1st warning signal Dinner at the Club following racing
Wednesday	March 18	2 Races 10:30 a.m. 1st warning signal Awards and Light Snacks following racing
5. **Eligibility**  
Skipper (helmsman) must be a Life, Active or Associate Member who meets the requirements as defined in the ILCA Constitution. Crew must be Active, Life, Crew, or Associate Members of the ILCA and shall be designated distinctly as Crew.
6. **Entry**  
Yachts declared eligible by ILCA may be entered by completing registration with the CRYC office. CRYC reserves the right to reject any entry. Only those yachts that complete registration by 0900 hours on Tuesday, March 17, 2009 will be entitled to compete in this event.
7. **Disclaimer**  
Coral Reef Yacht Club will require each participant to sign the Regatta Waiver for loss, damage or injury to persons or property occurring in conjunction with this event. Coral Reef Yacht Club, its members, employees and/or agents will not be responsible for any loss, damage or injury that may occur to persons or property whether ashore or at sea as a consequence of the participation of any competing yacht in any way in the series. Competitors are reminded that the owners or their representatives are personally responsible for all accidents to their crew and yachts. Competitors attention is drawn to RRS Fundamental Rule Part 1 .
8. **Sail and Bow Number**
  - 8.1 All sails shall bear an Official Royalty Label as provided for in the ILCA Specifications, and Mainsail and Spinnaker numbers shall be the same.
  - 8.2 The Race Committee will assign a bow number to each participant and make the numbers available at registration. These numbers must be affixed as defined in the Sailing Instruction.
9. **Entry Fee**  
Entry fee is \$160.00
9. **Scoring**  
The Regatta will be scored in accordance with International Lightning Class Rules.
10. **Prizes**  
Coral Reef Yacht Club will award trophies to skipper and crew placing 1st, 2nd, 3rd, 4th and 5th.
11. **Additional Information**  
For further information, please contact the following:  
Carol Ewing, ILCA VP  
Coral Reef Yacht Club  
2484 South Bayshore Drive  
Miami, Florida 33133  
Phone: (305) 858-1733  
Fax: (305) 854-5911  
www.coralreefyachtclub.org  
E-mail: lightning@cofs.com



# 62<sup>nd</sup> Annual St. Petersburg Winter Lightning Championship



March 19 - 22, 2009

## 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

- 3.1 The regatta is open to all boats of the ILCA.
- 3.2 The skipper and crew must be members of the ILCA.
- 3.3 An approved Measurement Certificate must be on file in the ILCA Office for each boat entered.
- 3.4 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>

- 3.5 Boats may simultaneously compete in any of the Championship, Masters, and Woody divisions.

### 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 26, 2009.

### 4. SCHEDULE

#### Thursday

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

#### Friday

1000 Warning, first race of the day

#### Saturday

1000 Warning, first race of the day

#### Sunday

1000	Warning, first race of the day
1300	No warning signal after this time
ASAP	Trophy presentation ----- <b>Sailing Center</b>
1630	All boats, trailers, and vehicles must be out of the SPSC

### 5. SAILING INSTRUCTIONS

Sailing Instructions will be available at registration.

# St. Petersburg Winter Lightning Championship

## NOTICE OF RACE

### 6. BERTHING

Boats will be launched, hauled, and stored at the St. Petersburg Sailing Center, 250 2<sup>nd</sup> Avenue SE. No vehicle parking is allowed at the St. Petersburg Sailing Center.

### 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

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

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

**10.3** 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 while racing, but only for receiving communications from the race committee, and in emergencies. Other use of any electronic communications device, including cellular phones, while racing will be 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)  
727-866-7979 (fax)  
Email: [birky@tampabay.rr.com](mailto:birky@tampabay.rr.com)

Phyllis Eades, *Sailing Secretary*  
St. Petersburg Yacht Club  
11 Central Avenue  
St. Petersburg, FL 33701  
Phones: 727-822-3873 (office)  
727-895-4779 (fax)  
Email: [spsailsec@tampabay.rr.com](mailto:spsailsec@tampabay.rr.com)

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Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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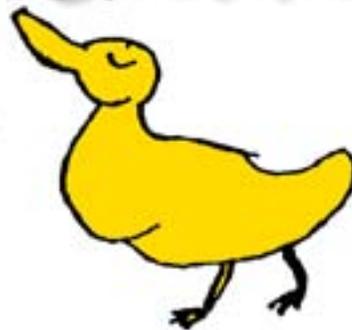
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# Update from Sodus Bay Yacht Club Host of the '09 WJM & NA Championships



Winter has taken over in Upstate New York, but projects are underway at Sodus Bay Yacht Club in preparation for the 2009 Women's, Juniors', Masters' and North American Championships!

SBYC volunteers have been busy working on projects identified by the Regatta Committee. Jed Dodge, Chair of Launch/Haul for the Regatta, asked the Club to increase its launching and hauling capacity for the '09 Regatta. SBYC already had a two-ton hoist that many of the CNY Lightning District members were familiar with, and a launch ramp, but Jed thought we really needed a way to get a large fleet in and out quickly. Based on the layout at SBYC, the Committee suggested installing a second hoist and lengthening the existing ramp twelve feet. Sounds easy, right? Well, try doing all that in December!



*The helpers are L-R Bob Dodge, John Hayslip and Marc Hamilton*

Extending the ramp seemed to be a good place to start. The idea was to sand bag the ramp area, pump out the water, build a form, place rebar and pour the concrete. We fought the government, freezing temps and howling southwest winds, but we got the twelve-foot extension poured! It wasn't without a little fun! First, Jed Dodge, Bob Dodge and Tom Knapp, Regatta Co-Chair, nearly got thrown in jail for "stealing sand" for the sand bags. Seems the boys got permission from the Village of Sodus Point to take some sand off a parking lot at the County beach, but the Village forgot to mention it to the County!

When a couple of County employees saw what the boys were doing, they called the Wayne County Sheriff and a patrol car was dispatched! Turns out permission was needed from the County as well as the Village, and it is still undetermined who really owns the sand. Turns out, it might be Federal sand. So, we had to promise to return the sand when we were done with it. Promise made, ramp done, on to the next project!

The next project was to get a second hoist. Now this turned out to be a two phased project. #1 get a hoist and #2 remove the overhead power lines so we can get the boats to the new hoist! We put the word out that we were looking for a hoist and shortly had offers to help! After looking at the various options, we accepted a gift from a local property owner who had a hoist on his Lake Ontario beach front seawall but was never using it. All we had to do was pour the appropriate pad to accept the hoist, get the hoist off his wall, transport the hoist twenty-five miles to Sodus Point and stand it up on the new base. Again, sounds pretty easy!

Jed Dodge enlisted CNY Lightning sailors John Atkins and Dan Pope to help with the base design and placement plan, and then he talked SBYC Past Commodore and retired contractor/project manager, John Hayslip, into helping execute the plan! The hole got dug, forms built, concrete poured. Now we're waiting for the right window to transport the hoist to Sodus Point.

The most interesting side note to this little project was the location chosen for the hoist. That chosen location recently had sheet piling installed with #2 crushed stone fill placed behind the piling. Every time we took a scoop with the backhoe, trying to dig "the hole," the sides of the excavation collapsed back into the hole. It was looking like a losing battle! In order to get hole big enough for the crane base form, which was made of plywood and steel, 8' long by 5' wide, we had to dig a hole about 16' long by 10' wide! Looked like the Grand Canyon in our side yard!



*L-R, John Hayslip, Jed Dodge, Bob Dodge and Jay Baron operating the cement truck*



*L-R and ALL SBYC Members, Jay Baron in truck, Wayne Browne, John Hayslip, Jed Dodge and Bob Dodge*

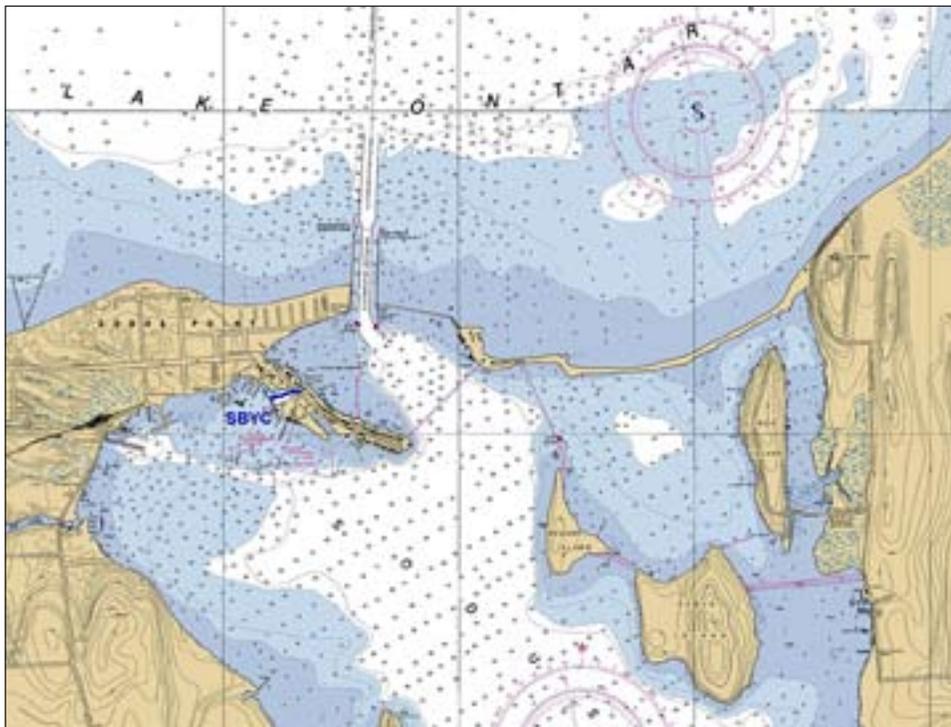
With the base poured, we turned our attention to the power lines, and while we had the digging equipment on site, we dug, with no problems, a trench and installed the conduit for the underground wires. Now we're just waiting of the local utility company to come, make the new connections and take down the old over head power lines!

We're feeling pretty good about getting these projects behind us. Now, we can focus our energy on some of the items you might be interested in: NOR, Sailing Instructions, Race Officers and Judges, Food and Entertainment, etc. We can tell you that even though a few on the Committee have been busy with "the projects," that doesn't mean we haven't been working on all this other "stuff." NOR should be out later this month, PROs have been announced, a Race Committee is formed and the Food Committee is working on some great meals for your enjoyment! Please keep an eye on the Regatta website for announcements and information leading up to the event!

One item we want to remind you about and encourage your action is to take care of your housing needs early! Sodus Point is a small resort community with limited housing availability right here in the Village. Within just a short walk of the Club there are rooming houses and Bed & Breakfasts. Within twenty-five miles (30-minute drive) of Sodus Point, there are national chain motel/hotels.

Please visit the website, [www.sodusbayyc.org](http://www.sodusbayyc.org) or [www.lightningregatta.com](http://www.lightningregatta.com) to find contact info for all!

Sincerely, SBYC's 2009 Lightning NA's Committee.



## 2009 Malletts Bay

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**SUPPORT THE ILCA**

### COME TO THE MALLETT'S BAY WORLDS 2009!!!

Contact Heather Ambrose for chartering information

[Heatherrowe@mindspring.com](mailto:Heatherrowe@mindspring.com)

Contact Suzy Coburn for housing

[Scoburn2@aol.com](mailto:Scoburn2@aol.com)



## 2009 World Championship

Malletts Bay, VT

“A Taste of Vermont”

### CHARTER BOAT INFORMATION

Are you planning on attending the 2009 Lightning World Championship in Malletts Bay, Vermont, but wondering how to handle the logistics? We're here to help.

The 2009 World Championship planning committee is working hard to ensure we have a complete line-up of quality charter boats of varying hull numbers, deck layouts and fees for the 2009 Worlds in Vermont. Here are a few facts regarding charter boats for the event:

1. Charter Boats: All available charter boats will be posted on <http://www.mbbcv.org/Events/LightningWorlds09/Charter>, the official 2009 Worlds website, with a detailed description of the boat including manufacturer, hull number, and detailed description of any rigging optimizations such as tapered mainsheet or tapered spin sheets, a photo and charter fee. Charter information will be posted on the site by February 1, 2009.
2. Insurance and damage deposit: In addition to the charter fee, all skippers chartering a boat for the event will be required to pay an insurance premium plus a damage deposit. The insurance premium is \$150.00. The damage deposit will be \$500 and must be maintained throughout the event. The boats will be checked over daily and if there is minor damage to a boat; scratches, dings, broken spin pole, etc, the charter will need to pay for the damage before sailing the next race. That way there is always a \$500 damage deposit on the chartered boat. The damage deposit (or a portion thereof) will be returned at the end of the regatta if there is no damage to the boat.
3. Charter fee and insurance payment must be paid in full when securing the boat for charter. These can be paid via credit card or PayPal on the 2009 Worlds website. Damage deposits must be paid before the boat is measured for the event. The damage deposit can be paid in cash or using a credit card (via PayPal) and will be returned after the event provided there is no damage to the boat.
4. ILCA and the boat owners expect all chartered vessels to be treated with respect by the charter and sailed as carefully as you would if it were your own boat.
5. Sails are NOT included.
6. All boats will be clean and race-ready. We expect they will be returned the same way they were found.

If you have any questions regarding charter boats for the 2009 Worlds, please contact Heather Ambrose at [heatherrowe@mindspring.com](mailto:heatherrowe@mindspring.com) / 802.238.0378 or Bill Fastiggi at [bill@vtsailing.com](mailto:bill@vtsailing.com) / 802.578.5697



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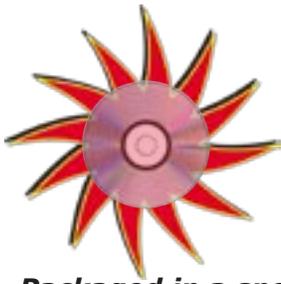
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Additional perspective is offered by the North American-Championship team of Skipper Matt Burrige with Dan Moriarty and Tobi Moriarty. This valuable training aid features analysis and instruction by Skip Dieball.

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

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

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

To order, go to: [http://www.lightningclass.org/new\\_store/training\\_videos/4DVDs.htm](http://www.lightningclass.org/new_store/training_videos/4DVDs.htm)

## **California Lightning Circuit**

California Lightning Circuit promises to be largest event in years. If you have considered seeing what this event is all about, now is a great year to consider checking out the world class racing conditions in San Diego.

The circuit is sailed over five days at two venues, Coronado Bay Yacht Club and Mission Bay Yacht Club. And did I mention, one day we race the boats from one venue to the next—making for longest race in the Lightning Class, seventeen miles up the coast from San Diego Bay to Mission Bay.

We plan to have a Mexican fiesta at a local restaurant and our famous Hawaiian Mahi Mahi barbeque.

There are tons of fun "tourist" activities around the yacht club including Sea World, the USS Midway aircraft carrier museum, World Famous San Diego Zoo, and the Maritime Museum which has the world oldest active sailing vessel, the Star of India. We have several charter boats available.

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# ILCA Leaders' Oaths

Brian Hayes, Sr.

It's the time of year where many of you are taking on or resuming your role as one of the ILCA's leaders, whether it's through being a District Commodore, District Secretary, Fleet Captain or other significant role. In advance I say, "Thank you" (see, it's not a thankless job!!) for your commitment to helping us be the best we can be for our members and fellow sailors. The ILCA, while proud of it's international status and quick to "show off" our premier events, like the Southern Circuit, Worlds and Area Championships, is, in my mind, driven by the dedication and drive of our grassroots leaders and members.

Many of you have seen a list from the ILCA "mandating" what we, the Class, needs from our local leaders so as we can continue to operate efficiently (Don't worry. The list of what we need is printed below for those of you who are not certain.) What I've never seen is a list of things you, as an area leader, should expect from the ILCA. Jan and I spoke and came up with this list. Call it the "ILCA Leaders' Bill of Rights."

We, the ILCA Class Office, do endeavor to provide the following services and expectations for our area leaders. We do so in the spirit of furthering and promoting Lightning sailing (and making your lives easier!).

We will:

- Provide contact information for members by District or Fleet as needed to assist you in promoting your area, district and fleet.
- Post your results and photos promptly on the ILCA website so that you may share with Lightning sailors (and others) throughout the world on your events and activities.
- Keep membership information updated and secure on the website for you to review and use as a resource to assist you in promoting Lightning sailing.
- As promptly as possible, answer your questions, email requests and help provide resources to support your efforts to grow Lightning sailing.
- Provide a website that is full of information and inspiration and that will connect those interested in the Lightning to the fleet in their area.
- Encourage you to share your experiences and knowledge with the Class so that we can all learn from each other's mistakes and share in your successes.

I think, in reading all the above, we have set our expectations very high insofar as what we feel we should be able to provide for our area leaders. That said, we need something back in return. We'll call it the "ILCA Leaders' Oath of Office." Now raise your right hand and repeat after me (feel free to read and say it out loud. Sometimes reciting oaths from memory can be tricky!).

I, (state your name), as the (state your District or Fleet), (state your position), do solemnly swear that I will do my best to perform the duties of my elected (or coerced) office. I will:

- Let the Class Office know who I am, what position I hold and where I can be reached.
- Make sure my District and or Fleet Report is submitted in a timely manner for the Yearbook.
- Make certain that the links to Fleet and District websites are accurate and complete in the ILCA website District information, and I will send any updates to the Class office.
- Make sure all Fleets in the District (including my own) have paid Fleet dues.
- Notify the Class Office of the date for our District Championship, and I will enter the event on the ILCA website racing calendar.
- Strongly encourage membership in the Association at all levels.
- Make sure the District's quota is met for participation in the Area Championship and, when it is obvious that we will need fewer or more spots, I will contact the Office so that the organizing committees can do their best to accommodate all of our members.
- Make certain the District Championship Regatta meets the requirements put forth in the Rules Governing all Lightning Class District Championships, and I will assist the District Commodore, to the best of my ability, in making certain that this goal is accomplished.
- As District Commodore, accept the responsibility that I am my District's voice on the ILCA Governing Board and that I will be active in the decision making process for all ILCA issues and that I will be vested and either attend or send representation, either by delegate or proxy, to all Governing Board, Annual and General Meetings.
- As Fleet Captain, accept the responsibility that I am my Fleet's voice at all General Meetings for the ILCA and that I will be active in the decision making process for all ILCA issues and that I will be vested and involved and either attend or send representation, either by delegate or proxy, to all Annual and General meetings.
- Lastly, encourage and create opportunity for sailors of all ages, genders and abilities to go Lightning sailing so that they too can enjoy what we have known for a long time. Sailing a Lightning is fun!!

**MEMBERSHIP DUES for the 2009 Season**

<input type="checkbox"/>	Active Membership with Paper Flashes & Yearbook on CD	\$57
<input type="checkbox"/>	Active Membership with e-Flashes & Yearbook on CD	\$45
<input type="checkbox"/>	Associate Membership (non-Boat owners) with Paper Flashes & Yearbook on CD	\$38
<input type="checkbox"/>	Associate Membership (non-Boat owners) with e-Flashes & Yearbook on CD	\$26
<input type="checkbox"/>	Crew Membership with Paper Flashes	\$22
<input type="checkbox"/>	Crew Membership with e-Flashes	\$10
<input type="checkbox"/>	Hardcover Yearbook(s):	\$20 before June 1, 2009
	Number of copies: _____	\$25 after June 1, 2009

\* Name: \_\_\_\_\_ \* Address: \_\_\_\_\_  
 \* City: \_\_\_\_\_ State: \_\_\_\_\_ \* Zip Code: \_\_\_\_\_ \* Country: \_\_\_\_\_  
 \* Home Telephone: \_\_\_\_\_ Work Telephone: \_\_\_\_\_  
 Fax Number: \_\_\_\_\_ \* Email: \_\_\_\_\_  
 Boat #: \_\_\_\_\_ Boat Name: \_\_\_\_\_  
 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_

**ADDITIONAL MEMBERSHIPS**

Name: \_\_\_\_\_ Type: \_\_\_\_\_ \$ \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_  
 Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_ Home Telephone: \_\_\_\_\_  
 Work Telephone: \_\_\_\_\_ Email: \_\_\_\_\_  
 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_  
 Name: \_\_\_\_\_ Type: \_\_\_\_\_ \$ \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_  
 Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_ Home Telephone: \_\_\_\_\_  
 Work Telephone: \_\_\_\_\_ Email: \_\_\_\_\_  
 District: \_\_\_\_\_ Fleet#/Sailing Waters: \_\_\_\_\_

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

Donate to the **ILCA Fund** \$ \_\_\_\_\_ Donate to the **History Fund** \$ \_\_\_\_\_  
 Donate to the **Limbaugh Fund** \$ \_\_\_\_\_ Donate to the **Boat Grant Program** \$ \_\_\_\_\_

**Total Due to the ILCA:** \$ \_\_\_\_\_

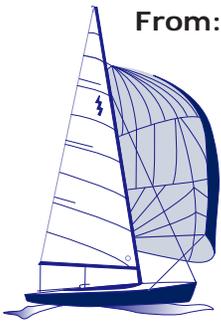
\* Card Number:

\* Expiration Date:   /

\* Name on Card: \_\_\_\_\_

**\* Required for credit card processing.**

Send your membership form and 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



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

## Classifieds

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

**15363 Nickels** -May 2008 White/Gray - Perfect new condition. Tons of options/Min. weight Rudder. MI. \$17,000 (w/o sails) / \$21,000 List Price. Sails can be included at additional cost. Contact Sean Fidler @ 248 464 0240 / smfidler@gmail.com

**15351 Nickels**, new Nov. 2007. Sailed in 3 regattas & meticulously maintained. Tacktick digital compass. New Swift Maffioli spin. sheets & Salsa Line main & jib sheets. Holt Allen snatch blocks on twin lines. Harken pin stop jib car system. Spin. halyard led aft. Jib wire & cloth double ended to side forward deck. Fiberglass rudder head & JCD tiller extension & universal joint. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. One set of North Fisher M /J & R2 club racing sails. Also have new North Fisher M /J & R2 used in 1 regatta. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers. Available w/o sails & covers, or as a complete package. Contact Pierce Barden - Wilmington, NC 910-612-7224 piercebarden@hotmail.com

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

**15125 Allen** 2002. 2004 North American championship winner. The hull is dry, clean and no collisions. The boat is fast and ready to go. Includes a new mast, Allen trailer, North trailing covers, new Quantum sails, etc. \$17,500 FIRM. Contact David or Jody Starck 716-877-1589 cell; dstarck@mtb.com

**15052 Nickels**. Great Condition, one set of newer sails, numerous secondary sails. White boat with blue bottom. Trailer and all covers. Pictures available upon request. \$12,800. Contact Rick at 732-278-1400 or (rich2724@aol.com) Brick, NJ

**15047 Nickels**, 2001, 401-723-1579 Contact Christian. (Rhode Island) \$12,500 This boat is pristine!

**14950 Allen**. White. Almost all Allen options. Mast & boom have been replaced. Top condition: reworked by Allen winter 2006-7; only raced 17 days since. Proctor-North sails: first set has 9 days use. ~700 with all correctors still in. Long-tongue trailer with winch to put on cover single-handed. emichels@ejmichels.com Or call Ed Michels at 410-956-6716, Annapolis. \$15,000

**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. \$11,000

**14743 Nickels**. Excellent condition, all white with blue stripe, fast and ready to race. North J-M & S -very light use and very crinkly. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$9,900. I also have many other preowned Lightnings. Call to see what is in my barn. Contact Joe Dissette Mi. 989-631-2133

**14622 Nickels** in fantastic shape. 2 full sets of north fishers, 2 spin poles and brand new VSP travel covers (mast and 1 piece hull cover). Includes mooring cover and a tack-tick race master compass. Trailer never seen salt water. \$8,500. Contact Jared at: (910) 686-9972 jared.lathrop@ge.com

**14616 Nickels**. Looks and sails like a 15000 or better! White hull with blue waterline stripe, white deck. Updated traveler, jib leads, vang. 2008 Quantum AP Main, AP Jib, (2) spins (AP & Runner), all like new. Practice sails also. (2) Spin poles, one is tapered and max length. Galvanized trailer, wide bunks w/ closed cell foam pads, new tires and rims + spare, bearing buddies, and Nickels light bar w/ harness. Full (1-piece) trailering cover, mooring cover, mast cover, rudder bag, bag for (2) poles and tiller. Dry and stiff hull, makes min weight with correctors added. Excellent centerboard and rudder. \$10,000. MI, contact Grant granthilger@aol.com or 989.860.5065

**14445 Allen**. white hull with grey boot stripe. Race ready. SS Centerboard. Custom Trailer. 2 sets of Fisher Main and Jib + R2 Spinnaker in great condition. Trailer Cover, New Sailor's Tailor Mooring Cover. New mainsheet, spinnaker sheets, outhaul assembly, lower shrouds. Tack-Tick Micro Compass. \$7,900. Nyack, NY. Contact Charles Taus cataus@optonline.net (845) 528-2665

**14366 Nickels**, off-white hull and deck, ready to race. Travel, mooring, mast and rudder covers. Tacktick Micro compass. Galvanized Nickels trailer with mast support, light bar, spare and two dock boxes mounted on the front of the trailer. Like new North Fisher Main, jib and R-2 spinnaker. Practice Sails. New mainsheet, spinnaker sheets and halyard. Havre de Grace, MD. Contact Mark Hergan markhergan@comcast.net 443-756-1670 Price: \$7,800 for everything or \$6,800 without new set of sails or \$6,600 without new sails and compass.

**14275 Allen**, very good condition. White hull, gray deck. Shore and VSP sails. Covers. Trailer. SS board. New Hampshire. John Hughes (h) 603-898-1862 (c) 603-548-5648 \$6,500

**14139 Nickels**, white hull, deck with green stripe, ready to race. Travel, mast and rudder covers. Brand new rudder. Nickels trailer. 1 yr Fisher Main & jib. 2 decent spinnakers and more practice sails. Much new rigging including new main & spinnaker halyard, spinnaker sheets. \$7000.00. Contact Bob Harmon 410-647-8937, boatbox@yahoo.com

**14030 Allen**, white, good condition. 2 sets of sails, trailer, mooring cover, newer mast. \$4,000. Steve Davis 303-807-0750 sda-vis7625@gmail.com Denver, Colorado

**13876 Nickels**. Solid Hull in decent condition. skeg needs some minor glass repair. New rudder and New galvanized trailer. 1 set of older sails. Newer boom. Mast needs some work. \$3200 or best offer. Proceeds go to the Boat Grant program. Boat is located in NJ. Contact John Faus: johnfaus@yahoo.com or 609-921-6788

**13370 Eichenlaub**. Mint green hull with white deck. 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tlc. Trailer and a lifting bridal. \$3300 Nashville, TN. 615 400-9534 alighting@aol.com

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

12609 Allen. Yellow, white topsides, stainless board, harken hardware. Al mast, race ready. North Sails excellent condition, spinnaker, Allen trailer. Brick, NJ 732-477-6896 sandy872@verizon.net \$2,500

**12400 Nickels**. Gray with off white topsides. SS center board, Ready to race, has some rigging upgrades, including twings. North M&J in good shape. Other practice sails. Boat Covers. Galvanized trailer. \$2600 Andy Smith, Rochester, NY. 585 482-1467, apsmith@rochester.rr.com

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

**10892 Allen Oval spars**, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill\_weiss1@juno.com.

**9250 White hull**, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$2,000 Steve Davis 303-807-0750 sda-vis7625@gmail.com Denver, Colorado

### Classified Advertising Policy for ILCA Flashes and website

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

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