



## MAKE FLEET RACING MORE FUN

Tom Ehman, Jr.

**M**ost important for those interested in improving one-design sailing is to remember that most people race to socialize as well as compete. They want to have fun—party, party, party. Where sailing is social and fun, Fleets are alive and healthy. (Or is the converse true? I think not.) Here is a string of ideas to make racing more social and fun:

- Have a potluck dinner after the race. Move it around from one Fleet member's house to another. BYO drinks and protein. Hosts or co-hosts provide salad and dessert. This concept was singularly responsible for rejuvenating the J24 Fleet in Newport, Rhode Island, a few years back. The party is fun for those who win (they can savor their victory in public) and a salve for those who don't.
- Every now and then have a Fleet "theme party"—Hawaiian luau, M\*A\*S\*H party, toga party...all the standard stuff. Invite non-sailors (prospects) and those from other "fringe" fleets.
- Do a regular Fleet newsletter announcing results of recent races and regattas and announcing who won at the parties. Keep it simple and light and don't be afraid to poke some gentle fun...people love the recognition.
- Have lots of short races. The more races you have, the more likely it is that the regulars will beat the rock stars. Starting on a reach off the yacht club dock and finishing back there 25 minutes later *IS FUN*. Then do it again. Someone else is bound to win. No, don't run the Districts or Nationals that way, but for club racing, it's great!
- Give out crew awards equal to those given to skippers. The prize giving should not be "In first place, Ken Read and crew." Every member of the crew should be recognized by name and awarded a trophy the same as the skipper. Recognize crews as well as skippers, and everyone will have more fun, and it will make it easier for skippers to get crews.

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- Use US SAILING's Rules-In-Brief card instead of the rule book. It's simple, easy-to-understand and makes it easier for a novice to have fun. Have oral protests. No forms, no formalities. Require that a protest flag is flown and the other party is notified of the incident and the rule. Then have the hearing immediately and get it over with like we do at most college regattas. Then people can get back to socializing.
- Don't let people cheat (on kinetics, class rules, etc.). If they do, protest them. If they persist, invite them to leave the Fleet.
- Invite novices, both skippers and crews, to sail with the experts in the Fleet. It is still the best way to help newcomers learn to become good sailors quickly.
- Keep it light on the water. Hail "good job" when someone gets you on the race course. Make a big deal about a novice doing well on a leg or in a race by giving them a big cheer on the water. Encourage the race committee to be helpful.
- DON'T race when the weather is cold, rainy or extremely rough and windy. Have a seminar and party on shore instead.
- DO race when there isn't much wind. This is when the novices are most likely to do well and have fun. So what if it's a crapshoot? As long as it's an even shorter than usual course, and as long as it isn't broiling hot, it's fun.

—continued on page 3

The 2008 Slate of Officers is now being discussed, as it must be presented and approved at the Annual Meeting in Greece in July. If you have an interest in serving the Class, contact me or one of the Executive Committee members. Sure, there is some work, but there is also lots of fun and challenge.

### **Boat Grant Program**

Fifteen outstanding applications were received. The Selection Committee has a tough job to sort out the winners. The boats for the Boat Grant Program are being made ready and should be on the water by May. Congratulations to everyone involved with this effort. It has been a huge success and has placed the Lightning Class at the forefront of proactive Class growth.

### **Back to California**

Right back where I started from (as Class President) for the California Circuit. Fourteen races in five days, and one of them is fifteen miles long! Katie Terhune joined Jan and me for a week of sailing, fun and Class Office work. Pre-race logistics included avoiding the Nimitz Battle Group as it headed to sea. Apparently, they are not concerned whether or not you are on the favored tack or heading to a patch of good air.

The Bowling Trophy—the trophy you DON'T want to receive. It is awarded to the greatest gaffe of the Circuit. I was not in attendance for the John Faus episode (read later) which is still talked about in the Mission Bay Yacht Club bar, but I did see Merlin Green in his bright red boat capsize spectacularly downwind and drift across the finish line. I now know that a few misjudgments (translate OCSs), while subsequently winning those back-to-back races (finding out upon return to the Club) and not winning the Circuit because of it, will earn you the less-than-coveted Bowling Trophy.



### **Lightning Labs**

There are six labs scheduled so far with great instructors. There is a list published in the Flashes and on the website. These labs are open to all Class members. It is one of the significant ways that the Class can give something back to its Members. The events are instructional and fun. I am planning to be at the Fond du Lac lab.

I can still remember the first Lightning Lab in Denver with Bill Faude as our instructor. At the shore ses-

sion, he was advising everyone to get rid of the excess weight in our boats and was grabbing the overnight sea pouches, cases of water bottles and foul weather gear off of boats and throwing it aside. When he got to my boat, he reached under the deck at the transom and pulled out my fishing rod! He held it aloft and glared at me and said, "What is this for!?" and tossed it aside. I haven't had the heart to put it back in the boat yet.

### **Dark Continent Lightning Lab**

"Only miners and missionaries go to Nigeria," the nurse advised. "Why are you going?"

"Vacation," I answered, "It's a Lightning Lab!" What do malaria, polio, meningitis, hepatitis B (I already have hep A covered), typhoid, yellow fever, lots of nasty flying insects and a bit of civil unrest have in common?

Skip Dieball and I are off to the Nigerian Nationals on Mother's Day. Yes, it is all part of the Quest to visit every Lightning District. I have done eight of the thirty-two Districts so far. Look for the Niger report next month!

### **International Lightning Class Association**

**Jan Davis—ILCA Executive Secretary**

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- Keep a good Fleet captain on. Don't change Fleet captains every year or two just because "you should pass it around." Most good Fleet captains are good because they like to do it. Most bad ones are bad because they don't want to do it. If you have a good one who's willing to stay, keep 'em! Only change when someone wants out or isn't very good.
- Find something to do for spouses and kids who don't like to race. Lots of spouses love to do race committee work but don't like to sail. Then you'll be including the whole family.
- Get some publicity. Make the necessary arrangements with the local paper for the results to be published, if only as a box score, after each race. Recognition turns everybody on and brings in new Fleet members.
- Do a charity regatta or cruise. It's amazing how this brings the Fleet together! Everyone rallies around a cause. Collect the entry fees and give them to the local heart fund, cancer drive, or whatever. Gets good ink for the Fleet and club too. Or have a public sailing day where members of the Fleet take anyone who comes down to the docks out sailing in return for a small donation to a local charity. That'll get great ink as a dual public service, and it is a good way to interest newcomers. But most important, it is social—and fun. That's what makes one-design sailing fun, and it's what will make any Fleet grow.

*Article excerpted from Sailing World, February 1987*

Forwarded to the Class Office by Skip Dieball, US Sailing One-Design Class Council Chairman



## Official Notices

***Closing date for all entries to the World Championships in Greece is June 30, 2007, 18:00 hours.***

### WORLD CHAMPIONSHIPS SCHEDULE

DATE	HOURS	DESCRIPTION
30-Jun	18:00	Closing Date for all entries
EUROPEAN & MASTERS CHAMPIONSHIP		
18-Jul	10:00-18:00	Measurement and on site registration
"	TBA	Opening Ceremony—Welcome Party
19-Jul	08:00-10:00	Late measurement and on site registration
"	11:00	Skippers Meeting
"	13:00	Warning Signal, for Race 1 (Up to two races are scheduled)
20 July	13:00	Warning Signal, for Race 1 (Up to three races are scheduled)
21 July	13:00	Warning Signal, for Race 1 (Up to three races are scheduled)
"	19:00	Prize Giving Ceremony, once the scoring is established
WORLD CHAMPIONSHIP		
21 July	10:00-18:00	Measurement and on site registration
"	20:00	Opening Ceremony—Welcome Party
22 July	10:00-16:00	Measurement and on site registration
"	11:00	Skippers Meeting
"	14:00	Warning Signal, PRACTICE RACE
23 July	13:00	Warning Signal, for Race 1 (Up to three races are scheduled)
24-Jul	13:00	Warning Signal, for Race 1 (Up to three races are scheduled)
25-Jul		RESERVE DAY
"	TBA	B.B.Q Party
26-Jul	13:00	Warning Signal, for Race 1 (Up to three races are scheduled)
27-Jul	13:00	Warning Signal, for Race 1 (Up to three races are scheduled)
"	20:00	Prize Giving Ceremony, once the scoring is established



### ***Thank You, Nickels Boatworks Team***

The ILCA and ILCA Boat Grant Committee would like to thank Hugh Armbruster and the entire Nickels Boatworks Team for the donation of #15331 for use in this years ILCA Boat Grant Program. We appreciate your dedication to making this revolutionary program a success and in helping grow the future of our Class. Again, from all the members of, THANK YOU!

Thanks to the following donors: Dr. Horowitz, Maegan Rulhman, Denise Cornell, John Heagy, John and Carol Ewing and Tom Glynn for vital items contributing to the success of our program.

### ***Thank You, Larry Ames Donation of 11702 to the Edison Sailing Center***

I've been racing sailboats since the mid 1950s. I crewed in Comets for six years as a youngster. I moved on to the Star class and raced Stars for ten to twelve years with my father Bill crewing. I sold my Star while in college and kept a hand in racing on the Finger Lakes and occasionally Lake Ontario in ½ and ¾ ton cruising boats.

In the mid 70s I bought my first Lightning from Tom Allen's boat works—an old woody needing repair. From day sailing with my young family, I moved up to a fiberglass Lippincott (9582) with no flotation and wooden seats. "Great to be back racing one design."

Jesse Miller, Warren Brown and I chartered Fleet 484, sailing on Cayuga Lake, Ithaca, New York.

I moved to Miami in 1984 with "Zing" in tow (13351). A few years later, an old friend, Stu Anderson (Buffalo Canoe Club) who I raced against in up state New York, began racing out of Coconut Grove Sailing Club. Terry Baker and I crewed for Stu, a Lightning master until Stu decided to "retire" from Lightning sailing to cruising.

I'm excited that 11702 has a new home and eager racers.



## 2007 Paid Fleets—Fleet dues of \$25 USD can be paid on the website or mailed to the Class Office

<b>Argentina</b>	206	Club Nautico Olivos	
	446	Club Universitario de Buenos Aires	
<b>Brazil</b>	147	Sao Paulo	
	351	Flotilha de Lightnings de Niteroi	
	401	Guanabara	
	462	Guarapiranga Lake	
<b>California</b>	194	Mission Bay Yacht Club	Paid
	372	San Francisco Bay Area	
<b>Central Atlantic</b>	3	Bay Head Yacht Club	Paid
	26	Little Egg Harbor	Paid
	34	Metedeconk River Yacht Club	Paid
	99	Great Egg Harbor	Paid
	104	Lavallette Yacht Club	Paid
	173	Brant Beach Yacht Club	Paid
	196	Surf City	
	228	Riverton Yacht Club	Paid
	335	Barneget Light Yacht Club	Paid
	430	Ocean City Yacht Club	
	491	Lake Nockamixon	Paid
<b>Central Canada</b>	277	Clearwater Bay	
	279	Temple Reef Sailing Reef	
<b>Central New York</b>	1	Skaneateles Country Club	
	10	Onondaga Lake	Paid
	46	Irondequoit Bay	Paid
	77	Newport Yacht Club	Paid
	108	Great Sodus Bay	
	164	Willow Bank Yacht Club	Paid
	225	Henderson Harbor	Paid
	252	Keuka Lake	
	338	Galway Lake	Paid
	484	Ithaca	Paid
	498	Selkirk	
<b>Central States</b>	60	Jayhawk	
	438	Perry	
<b>Chile</b>	318	Algarrobo Yacht Club	Paid
	342	Higuerillas	
	490	Aculeo Lake	
<b>Colombia</b>	73	Club Nautico Del Muna	Paid
	501	Club Nautico El Portillo	Paid
<b>Connecticut/Rhode Island</b>	6	Housatonic Boat Club	Paid
	85	Niantic Bay Yacht Club	
	126	Cedar Point Yacht Club	Paid
	129	Madison Beach Yacht Club	Paid
	134	Noroton	
<b>Dixie</b>	50	Potomac River Sailing Association	Paid
	192	Lower Susquehanna	Paid
	253	Susquehanna Yacht Club	Paid
	314	Sassafras River	Paid
	325	Rehoboth Bay Sailing Association	
	329	Severn Sailing Association	Paid
	496	Swift Creek	
	508	Solomons	Paid
	509	Fishing Bay	Paid
<b>Ecuador</b>	405	Salinas Yacht Club	
	447	Club Nautico San Pablo	Paid
<b>Finland</b>	166	Helsinki	Paid
	328	Jyvaskyla	Paid
	456	Tuusulanjarvi	Paid
	468	Valkeakoski	
<b>Florida</b>	109	St Petersburg	Paid
	226	Biscayne Bay	
	502	The Suncoast Fleet	Paid
<b>Greece</b>	251	Salamis Fleet	Paid
	286	Dolphin Fleet	Paid
<b>Indiana</b>	154	Wawasee Yacht Club	
	270	Silver Fox Squadron/Indianapolis Sailing Club	Paid
<b>Ireland</b>	427	Killyleagh Yacht Club	
<b>Italy</b>	312	Lega Navale Italiano Anzio	
	449	Marsala	Paid
	453	Flotta Del Trasimeno	
	466	Flotta Del Conero	
<b>Lake Erie</b>	12	Buffalo Canoe Club	Paid
	19	Chautauqua Lake Yacht Club	
	47	Silver Lake Yacht Club	Paid
	115	Cuba Lake Yacht Club	
	118	Flying Beaver Club	
	146	Toronto Bay	
	180	Conneaut Lake Yacht Club	Paid
<b>Long Island</b>	58	Hewlett Bay	
	178	Great South Bay	Paid
	431	Southampton Yacht Club	
	506	Orient Yacht Club	Paid
<b>Metropolitan</b>	11	North Shrewsbury River	
	16	Paupack	Paid
	25	Lake Mohawk Yacht Club	
	70	Red Bank of the Shrewsbury	Paid
	75	Nyack Boat Club	Paid
<b>Michigan</b>	31	Devils Lake Yacht Club	Paid
	42	Western Lake Erie	Paid
	51	Crescent Sail Yacht Club	
	53	Lake Fenton Sailing Club	
	54	Pontiac Yacht Club	
	110	Higgins Lake	
	137	Gull Lake Yacht Club	
	204	Macatawa Bay Yacht Club	
	216	Saginaw Bay	
	254	Burt Lake	
	326	Grand Traverse Yacht Club	Paid
	374	Douglas Lake	
	387	Lansing Sailing Club	
<b>Midwest</b>	5	Chicago Corinthian Yacht Club	Paid
	69	Milwaukee Yacht Club	
	112	Green Bay Sailing Club	Paid
	167	Lake Davenport	Paid
	187	Sheboygan	Paid
	442	Fond du Lac/Winnebago	Paid
<b>Mississippi Valley</b>	74	Decatur	Paid
	262	Harbor Island Yacht Club	Paid
	266	Carlyle Sailing Association	Paid
	274	Delta Sailing Association	
	486	Valley Sailing	
<b>New England</b>	121	Merrimack River	
	145	Spofford Lake	
	151	Annisquam Yacht Club	Paid
	189	Marblehead	Paid
	227	Bomoseen Yacht Club	
	273	Massabaesic Yacht Club	Paid
	280	Chequesset	
	301	Lake Champlain	Paid
	332	Squam Lake	Paid
	471	Casco Bay	
	493	Bow Lake	Paid
<b>Nigeria</b>	510	Lagos Yacht Club	Paid
<b>Ohio</b>	23	Indian Lake Yacht Club	Paid
	27	Leatherlips Yacht Club	
	33	Turkeyfoot Lake	
	36	Pymatuning Yacht Club	Paid
	43	Buckeye Lake Yacht Club	Paid
	71	Rocky River	Paid
	150	Mansfield Sailing Club	Paid
	212	Atwood Yacht Club	
	303	Cowan Lake Sailing Association	Paid
	400	St Mary's	
<b>Pacific Northwest</b>	64	Maple Bay	
	90	Kitsilano Yacht Club	Paid
	132	Lake Washington	
	229	Chinook	
	283	Columbia	Paid
	368	Okanagan	
	507	The Prairie Fleet	Paid
<b>Peru</b>	265	Yacht Club LaPunta	
	424	Club Universtorio de Ragata, La Pinta	
<b>Southeastern</b>	127	Savannah Yacht Club	Paid

<b>Southeastern</b>	257	Clarks Hill	
	348	Lake Lanier	Paid
	365	Catawba Yacht Club	
	415	Lake Norman	Paid
	429	Greater Charleston	
	440	Palmetto	
	463	Lake Waccamaw	Paid
	481	Wake	Paid
	500	Tennessee Valley	
	511	Cape Fear	Paid
<b>Southern</b>	62	Southern Yacht Club	Paid
	135	Mobile Bay	Paid

<b>Southern</b>	175	Shreveport Yacht Club	
	179	Pass Christian Yacht Club	
	388	Jackson Yacht Club	
	215	Royal St Lawrence Yacht Club	Paid
	499	Point Claire Yacht Club	
<b>St Lawrence Valley</b>	48	Chantier Naval de Corsier-Port	
	169	Lac de Neuchatel	Paid
	250	Sempacher/Hallwiler/Vierwaldstat-ter/Greifensee	
<b>Switzerland</b>	358	Flotte Murtensee	
	35	Dallas Corinthian Sailing Club	Paid
<b>Texas</b>	488	Rocky Mountain	Paid
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- **1<sup>st</sup>\* 2005 South Americans**

*\*partial inventory*

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## **Lightning Family News**

### **Welcome New Member Ed Pieters**

I have just purchased "Wooden Nickel," #12384, built in San Diego, California.

She was hand built to Class specs and finished and registered in 1975.

She seems to be in excellent condition with only one coat of paint, and I have started refinishing her. I have restored many wooden boats and raced many one-design Class boats. While attending college I taught sailing at the Skaneateles Country Club and Grosse Point Yacht Club.

"Wooden Nickel" will be moored at the Chula Vista Marina in San Diego's south bay. She will be tied up next to her "mother ship," a restored 65' wooden trawler built in 1919 in Bellingham, Washington.

We are looking forward to her summer relaunch and eventual racing.

### **Life Member Jim Force**



I was born and raised in "Lightning Town," South Haven, Michigan, which was home to the ILCA headquarters office for many years. It was downtown off a second floor hallway above McKimmie's sporting goods and clothing store.

It seemed that everyone in South Haven had a Lightning, and every kid learned to sail on one. The boats comprised Fleet 30, based at the South Haven Yacht Club, less than a mile up the Black River from Lake Michigan.

In those days, we sailed out the river to the "Big Lake." Today, you'd get run down by power boats before you got to the pier heads.

As teenagers, a group of us pooled scant resources, and purchased #2494 and named it "Cardinal Puff" after a drinking game we participated in when not on the water. Later my brother and I bought #2946, and in our dating years, my wife and I bought #6039 in 1963. We still have it.

My life membership was awarded after I edited the Class yearbook in 1969. I was fresh out of journalism school at Wisconsin and just a couple of years into my public relations career when Helen Limbaugh asked me if I'd be interested in the job.

It was—and I know still is—a lot of work, but it was exciting to receive articles and photos from sailors and fleets all over the world. They came by mail in thick envelopes in those pre-internet days, and I think I still have some "galley proofs" on yellow paper in the basement somewhere.

Another special memory was the 1968 North American Championships off Chicago. I rode on a committee boat and photographed and reported on the expertise of Bruce Goldsmith, Bill Shore, Carl Eichenlaub—who snapped a mast but still managed to struggle upwind and finish the third race—and Tom Allen, who won it all. (The '68 NAs occurred just a few days before protesters tried to shout down the Democratic National Convention in downtown Chicago. We can judge those events through the lens of history now, but our priority at the time was sailing).

I've always been a recreational sailor, with an occasional race here and there. Our bright orange "Jabberwock" has been repaired and restored countless times over the years. Built by Hoernke in Milwaukee in 1956, she is about to hit the water for her 51<sup>st</sup> season.

We sail on Lake DuBay, a large windy basin on the Wisconsin River between Wausau and Stevens Point, and belong to the Lake DuBay Sailing Association. There are nearly forty of us with a dog's breakfast of vessels from scows to Flying Scots to small keel boats. We are the only Lightning.

Still, our woody turns heads when we've got her flat and flyin'.

"Beautiful lines," they say.

"Yup," we answer. "Beautiful."



**Martin de Groot from  
the Netherlands**



# The 2007 California Circuit

## Trials and Tribulations from the Left Coast

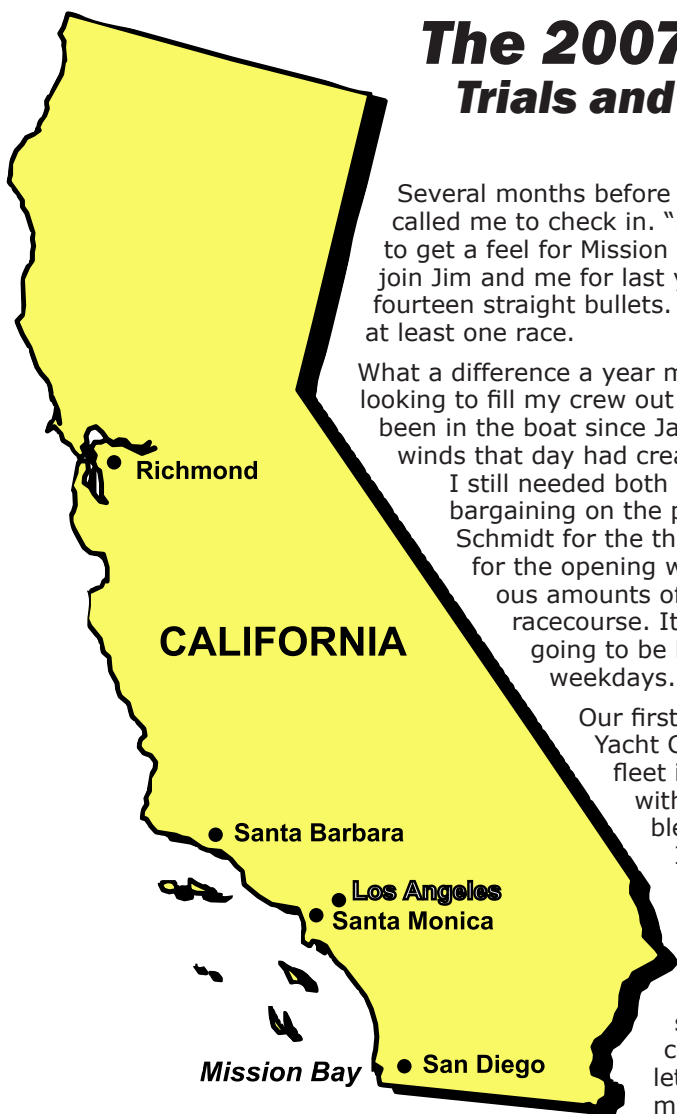
**Jeff Coppens**

Several months before last year's California Circuit, good friend and crew, Jim Sears, called me to check in. "Hey Jeff, you know I was talking to Matt Burrige and he wants to get a feel for Mission Bay before the NAs." A plan materialized, and Matt came out to join Jim and me for last year's California Circuit. That was a magical week, as we scored fourteen straight bullets. We enjoyed great boat speed, and each one of us got to steer at least one race.

What a difference a year makes. This year, I went into the week before the Circuit still looking to fill my crew out for the week. Having just started my own business, I hadn't been in the boat since January, and I had been rusty during that outing. Light and fluky winds that day had created for some interesting racing. A week before the regatta, I still needed both crew for the weekend and one crew for the week. After some bargaining on the phone, I filled the positions with Pete Colantuano and Larry Schmidt for the three weekdays and Ed Petit De Mange and Richard Hoffman for the opening weekend in Coronado. It's amazing how the promise of copious amounts of cold beverages following racing can draw friends out to the racecourse. It worked. The downside to our crew situation was that we were going to be heavy, 590 pounds on the weekend and 580 pounds on the weekdays. Blow wind, blow.

Our first two days, we sail in San Diego's South Bay at host Coronado Yacht Club. What a fantastic venue. In South Bay, the Pacific Navy fleet is parked on the leeward shore, and the Navy Seal base along with the world famous Hotel Del Coronado to windward. The wind blew to our delight, and we race out to a bullet in the first race.

In the second race, I have an unusual over early, and we gybe back to duck the line and sail out on port into building pressure. The over early would unfortunately become an ominous theme to this year's Circuit for me. In one lap we sail through the fleet and gain another bullet. During the last race of the day, the wind starts to drop. We again drag out to the right side of the course in good position. Mike Polterak bangs the left corner and gains the lead with the dying "lefty." He scores a bullet. We are in second but get tangled with boats at the windward mark and get shot out in fifth place.



Day two and the wind is up again. My middle crew, Ed Petit De Mange, is calling great tactics, and we hit our shifts very well. We score two more bullets in moderate to heavy wind conditions. Steve Davis sailed a strong weekend, given their light crew weight, and placed second for the weekend.

The third day we race the famous seventeen-mile Marathon Race from Coronado to Mission Bay. This race takes us out San Diego Bay, up the coast, and into Mission Bay. What a difference a day makes. A Santa Ana, an easterly desert wind condition, develops to lighten the ocean breeze. The start is downwind. Chaos ensues as part of the fleet tries to start with spinnakers flying on port tack. The other half are reaching in on starboard, forcing the port boats away from the line. We escape with the lead boats in third place. The fleet splits up the two shores, creating a large gap. We make out on the left and sail our way into the lead coming out of the channel. The Nimitz carrier fleet is leaving port, and we are required to stay clear of several destroyers moving out the channel. The wind starts to shut off as we sail out the channel. We have Steve Davis to leeward by a half mile and Scott Finkboner on our hip back several minutes. The air gets fluky and, Steve gains a great shift to launch ahead of us. Both Scott and Kirk Johnson gain on us as we struggle with boat speed in the lightening conditions. The fleet

turns north in light and variable winds. We duel up the coast, with Scott and Kirk exchanging positions several times in the fluky winds. Steve and crew have figured out conditions and sail away for the bullet. After five hours of racing, the RC shortens the course, and we finish in fourth place, less than thirty seconds behind 2nd and 3rd place. After five hours of racing!!!



*Preparing for the marathon*





Day four we race in the ocean off of Mission Bay. This is last year's NAs course. Local knowledge means nothing today as the wind direction is from the south, and we have another day of light and shifty conditions. Our 590 pounds are not going to benefit us at all. In race one we are over early again, the second of the regatta. We get a horrible start after clearing but fight as much as possible and get a fifth place finish. Steve Davis looks strong, leading the entire race from start to finish. In race two we get a bad start, being rolled by a windward boat. The OCS gun goes off, so we assume that boat is OCS. The wind lightens and the standings get shuffled. We have a close finish, and I ask RC how we placed. He says "OCS." With Steve Davis winning another race, this puts us out of the lead in the Circuit standings. I can't believe it, three over early starts in nine races. I can only blame the nut screwed onto the end of the tiller. We find redemption is winning the final race of the day. Upon returning to the club, we check the results and find seven OCS scores for race two. In addition, we find another two boats OCS for race one, and we are the only one to clear. We are back in the lead even though we score an OCS.

In the light conditions, our boat speed is off a bit. I am concerned about the last day of racing. Mike Polterak

has sailed a consistent regatta for the first four days. He avoided the OCS debacle and has tied for second place in the standings with Steve Davis. The wind for the third day is again light and highly shifty. We race five races in flat water Mission Bay. After race one, we have extended to a ten-point lead. In race two, I am over early again, and we start in last place. On the short course, we struggle to catch up and get sixth place. Our lead is cut in half in one race as Mike and Steve finish 1,2. For the final three races, we stay in contact with both Steve and Mike. Steve is also struggling with the fluky conditions and has inconsistent finishes but will hold third for the entire Circuit. Mike is sailing well with his good crew work and great tactics finding the tricky wind shifts. We are struggling with the fluky conditions. Mike covers us on every shift. It goes down to the last race, where we finish with two boats between us to hold on to win the Circuit by one point. What a finish!

We had a great Circuit this year with our highest turnout in years. Thanks to Steve Davis and Jerry Newberger for joining us from Denver and Portland respectively. Thanks to Scott Finkboner for fixing his traditional Hawaiian Mahi Mahi dinner and to CYC and MBYC RC for running a great event for us.

**2007 California Circuit**  
**Saturday, 31 March 2007**  
**Lightning Fleet 194 and Mission Bay Yacht Club**  
**14 Races, 3 Venues 10 Boats**

Pl	Sail #	Skipper	From	Ttl	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	14924	Jeff Coppens	MBYC	36	1	1	5	1	1	4	4	(11 \ OCS)	1	2	6	3	2	5
2	14202	Mike Polterak	MBYC	37	-5	4	1	5	4	5	1	1	5	5	1	2	1	2
3	15265	Steve Davis	DSA	42	2	3	2	2	2	1	(11 \ OCS)	11 \ OCS	3	4	2	4	5	1
4	13788	Gerard Neuburger		61	3	2	4	7	5	6	3	(11 \ OCS)	9	1	4	7	4	6
5	15306	Pete Bellin	MBYC	61	4	(11 \ RAF)	3	4	3	8	5	3	6	3	5	6	7	4
6	14904	Scott Finkboner	MBYC	65	6	7	6	3	6	2	6	(11 \ OCS)	2	6	3	1	8	9
7	14095	Kirk Johnson	MBYC	75	8	5	7	6	8	3	2	(11 \ OCS)	8	7	7	5	6	3
8	14846	R. F. Brewer	MBYC	100	7	6	8	8	7	7	(11 \ OCS)	11 \ OCS	7	10	11 \ OCS	8	3	7
9	13860	Dan Gravatt	ILCA	107	9	9	9	9	-10	10	8	4	4	9	9	10	9	8
10	15302	Dale Bull	MBYC	110	-10	8	10	10	9	9	7	2	10	8	8	9	10	10

Races 1 thru 5: Sailed on San Diego Bay, south

Race 6: Marathon Sail from San Diego to Mission Bay

Races 7 thru 9: Sailed on Pacific Ocean off Mission Beach

Races 10 thru 14: Sailed on Mission Bay

### Coronado Series & Overall Circuit Winners



Jeff Coppens, Larry Schmitz & Pete Colantuano

### Marathon Winners



Steve Davis with wife Jan and Katie Terhune

### Mission Bay Series Winners



Mike Polterak with Cesar and Moni



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# The California Circuit Marathon



## Going to Sea? In a Lightning?

Katie Terhune

First, I would like to thank Steve and Jan for letting me experience the California Circuit with them. It was an unbelievable experience, and I can not wait to sail Lightnings in California again.

As with most regattas, the stories of Marathons past are the first peek into what's in store. At the California Fleet dinner the night before the event, I heard stories of windy tight reaches that lasted for hours, tacking duels up the coast, boats being swallowed by kelp, rudders being ripped off by kelp, and even photo finishes after thirteen miles of racing. After a fun night of taking in the Fleet's information, we decided to get our rest.

The Marathon starts in the morning with the moving of trailers to Mission Bay and the car pool back. Most abandoned crew sat in the clubhouse waiting for the skippers' meeting and the information on how the day will proceed. The day was saved when Pete walked in full of information. He told everyone the start would be delayed due to a nuclear aircraft carrier, a submarine and two frigates leaving the navy base (seemed like a good reason). He then said this would be a good idea so no one got shot for entering their security zone (probably an even better reason).

Next was the skippers' meeting. The sailing instructions were distributed, and we noticed quickly that on the back was a black and white chart of the course, which was pretty hard to read. Remember, this is not your standard sausage course; we would be sailing thirteen miles from Coronado to Mission Bay! The skippers' meeting then began, and it was clear the PRO took his job very seriously. He instructed us in what we should have done to prepare. In no particular order: 1) We should have all gone to West Marine and purchased a waterproof chart for \$19.99; 2) We should have brought our GPS, despite the non-sensible rules (his words not mine) of the Class; 3) We should all wear our life jackets at all times, even though it was a light air, because we would only last twenty minutes in the hypothermic conditions of the water (good rule); 4) He does not understand what kind of people go to sea and are not prepared. He had been going to sea his whole life prepared. The fog could role in in twenty minutes, and we could all be lost because we did not have charts or GPSs. Steve was blushing when the PRO asked who made the rules outlawing a GPS. Jan and I just laughed; 5) There would be many marks on the course this year, allowing them to shorten if needed and to try to keep us out the kelp. This is important because the many mark roundings would be new. Very few knew where they were going, and Steve Jan and I had no idea where we were going at all.

We all ventured out to the course for our five-hour, thirteen-mile race. The start would be a tight reach. Thanks to the help from the local Fleet, they showed us the location of the first mark. We decided to start with the chute hoisted but quickly realized this was the wrong move (what did we know, we've never done this before). Most others started with the jib, then once in a good position, hoisted their chutes. We made the first mark near mid-fleet where everyone took their kites down for the next leg. The Fleet then split to opposite shores. We followed Scott Finkboner to what we thought was going to be channel marker 19, but it turned out to be a different buoy. The boats on the other side definitely had the advantage and were closer to the next mark because of the way the channel turned. I believe Jeff Coppens led at the next mark. Two more government marks would take us out of Coronado. After channel marker 12 you could go under Point Loma for pressure and kelp relief or stay in channel and pray for good angles to channel marker 3. Most people went up under Point Loma. We, however, chose the second, and our angle, the pressure, lack of kelp, and 420 pound total crew weight started to pay off.

We finally made it to mark three. We enjoyed the craziness of the mark finding and the luck of not having to clear our board. I wish we'd had the camera when we and Kirk and Edna crossed tacks with the Navy frigate—it was quite a sight!

We rounded channel marker 3, and there were two boats close behind. The sky was overcast and the breeze was light. We hoisted our chute and luckily received some kind of personal breeze and were off. We knew the bearing to the next mark was 300, but it was no where in sight. I don't think we found the next mark for another hour and a half. Our team felt no lead was very safe because we could never see the next mark, and the breeze was so light. We would sail the next three and a half hours up the coast, most of the time with the chute up. I don't think I have ever trimmed a chute on the same gybe for three and a half hours, all while hiking to leeward, but it was a blast! Jan spotted some dolphins swimming with us and other cool marine life, which we didn't see on the right coast. The bummer is that I did not see them between the main and the chute, as I feared the chute would collapse and not fill again.

Jan's job was to find the mark, and every five minutes Steve would ask where it was. Most of the time it was no where in sight.

The race was shortened at the mark at the entrance to Mission Bay. We won by several minutes, and the seals greeted us at the harbor opening. It was definitely a great, fun-filled experience I will never forget. The next three boats finished neck and neck. The race was about five hours and had several leaders before we exited Coronado. It was a great diversion from the windward-leeward course.

I want to thank Steve and Jan for having me sail with them in the California Circuit. I had a great time and will remember this experience. The hospitality of the local Fleet was amazing. We need to find a way to get more boats from the east to sail out west—at least five to go and race. Any takers?

## The Most Coveted Trophy in the California Circuit



Well, maybe not. The list of “winners” reads like a Who’s Who of Lightning sailing in California. Not all lucky recipients are Californians, but all are there on the trophy for a reason. I assure you there are many ways to win this perpetual masterpiece of trophy workmanship. You see, the “bowling trophy” goes each year to the skipper in the California Circuit who makes the biggest blunder—has the biggest oops, etc.

Being a two time “winner” of the darn thing, (2005 for flipping while leading by at least half a leg and 2006 multiple breakdowns), I left to begin the first day of the 2007 circuit certain I would not be a “Three Pete.” As I checked my sailing bag, there was a note from my wife saying, “don’t bring that darn thing back to this house.” I was determined.

First day: Fowled the Class President.

Second day: Clear.

Third day: Spinnaker pole to the eye. Blood and a nice shiner.

Fourth day: Clear.

Final day: Clear.

Perhaps I had a shot at it again...but so did some of the competition.

Jeff Coppens—Tangled up in the anchor rope of the committee boat and an OCS while leading the regatta. Not bad for the regatta organizer.

Mike Poltorak—That darn anchor rope...longer time than Jeff.

Steve Davis—just a “couple of OCSs back to back while sailing on day four tied for first place.

I must tell you the bantering for who was to be the 2007 winner was fun. While I was certainly in the running, I just “couldn’t see” winning it again.

And the winner and proud recipient for the 2007 bowling trophy is: **Steve Davis!**

Check out the list of “winners” and make sure you come to the circuit and give yourself a chance at the “Most Coveted Trophy in the California Circuit.” I’m sure Steve would love to get it out of his house too!

*Pete Bellin—15306*

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## California Lightning Circuit Bowling Trophy: A Little History

The winner of this trophy gets to choose the next winner. He gets to put his name on the trophy anywhere and in any way he chooses.

The trophy was purchased at a garage sale in 1985 by Larry Swearingen and presented to the first recipient:

- 1985** John Lyon—for sailing the whole Circuit for the first time, rather than bits and pieces of it.
- 1986** John Harrop—for having the best dressed crew on the sail around (Dan Sullivan and Sandy); they all wore coats and ties.
- 1987** Larry Swearingen—for almost being there every race, then blowing it.
- 1988** Mark Patty—for doing 720s, lots of them.
- 1989** Jim Milstead—for capsizing on the Marathon.
- 1990** Mike Poltorak—for having to be rescued out of the kelp bed on the Marathon.
- 1991** Jim Milstead—for capsizing again on the Marathon and being rescued by the Navy Seal team.
- 1992** Matt Adcock—for being the youngest skipper ever to sail the Circuit, for getting better with each race, for having his father crew for him and pay for everything.
- 1993** Barry Williams—for having a terrible Circuit, hitting boats, including a rental boat when he got the main sheet wrapped around the tiller, and yelling a lot.
- 1994** Scott Finkboner—for parking on a mark in South Bay, getting two DSQs, including the Marathon, which he had won, for being over early and being chased by the RC boat to be notified, and for putting a huge hole in John Lyon’s boat on a port-starboard (Scott was on port).
- 1995** Wendell Harter—for hitting the committee boat on the finish line when his tiller got caught in his coat on the final tack.
- 1996** Doug Wynne from New Orleans—on the way out the channel on the Marathon, his crew Katherine Gregory was flipped out of the boat by the spinnaker guy, which she was sitting on when the twing holding down the spinnaker guy popped loose, thereby launching her into the water.



- 1997** John Faus from New Jersey—he borrowed Chris Doolittle’s boat. On Sunday he lost a lower (DNF, DNS). On Monday the tiller broke (DNF and DNS). They put the broken tiller in the back-seat of their rented convertible, let the top down and broke out the back window. On Wednesday night they went to Tijuana, and crew Tim went out to an ATM machine and got mugged and robbed. On Thursday they sailed out to the ocean, and the crew got sick so they sailed back in. On Friday Tim went home. Wanda crewed for them, but the borrowed tiller kept coming off. They got caught in the 13-boat crunch at the weather mark and said to heck with it and DNF. Scott forgot to bring the trophy, so we had to mail a picture of it to John.
- 1998** Mike and Dick Brewer—for leading everyone except Al Poindexter around buoy 1 instead of buoy 3 during the Marathon, thereby earning everyone a DNF (except Steve Ross, who went back after about an hour, rounded 3 and finished in 2nd place two hours after everyone else had finished).
- 1999** Wendell Harter—for hitting the committee boat on the last tack of the last race at the finish.
- 2000** Dan Moriarty and Jim Sears—for the first time ever, the Bowling Trophy was presented to the winner of the Circuit. They managed to capsize in the bay with the spinnaker up (after a race), get the boat up and sailed dry and start the next race on time.
- 2001** Merlin Green—in his first Circuit in his first Lightning he finished a race in South Bay upside down.
- 2002** Our Fleet Captain, Jeff Coppens—having broken his mast, he borrowed the Brewers’ old boat, a non-self-rescuing Clark. After finishing a race downwind, while trying to take down the spinnaker, the boat suddenly broached (yes, we know it was somebody else’s fault), and in order to keep it from capsizing, both Jeff and crew John Northrop jumped in the water, leaving Jolene Johnson on board with the spinnaker dragging in the water behind her. This was probably a good move since she has more time on a Lightning than Jeff and John together and was able to get the spinnaker into the boat while the chase boat picked up her crew.
- 2003** Kirk Johnson—the one and only time he got to the weather mark first in the bay races, he hit it, or as Elissa said, he became one with it. Jeff forgot to bring the trophy.
- 2004** No Circuit this year.
- 2005** Pete Bellin—not only did he have a spectacular capsize with spinnaker flying downwind while leading a bay race, he managed to break down during the first race of the ocean series and ended up with a record number of DNFs and DNCs, including all six ocean races.
- 2006** Don’t remember why, but it went to Pete again.



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# Classic Lightning

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

As we approach the 70th anniversary of the Lightning Class, I think it is an appropriate time to begin to look back at the evolution of the Class. Along those lines over the next year, I plan to insert some historical pieces in our monthly “Classic Lightning” section.

With Jan’s help, I have been working on a project to scan our old yearbooks. I’ve only done twenty-nine so far, but I am having a blast reading through some of this material and looking at some great photographs.

I want to thank Frank Gallagher, who has provided me most of the 1980s through the present, Dave Sprague, who just donated the mid 50s through mid 60s, and Doug Dixon who found the ’52 book. If you have some old year books to donate to the cause, please let me know. We are particularly looking for the late 60s, early 70s, and pre-1952 ([astrove@hotmail.com](mailto:astrove@hotmail.com)).

Following are two short pieces. First is an item, apparently of much controversy in 1952.

*From the Central New York District Report:*

The subject of the new tendency toward light boats touched off fireworks. The trend to “floating shingles” was condemned by many members as a violation of the Association’s boasted policy of protecting ALL owners’ investments, by uniformity of construction. Many felt that the ability to pay extra money for a “different type boat” had finally raised its ugly head. Some owners of what they called “regular Lightnings” expressed opinions all the way from discouragement to—”to hell with it.” Other expressions were that young people were avoiding Lightnings in droves (except as crews) because of the cost, and that the Association would do well to protect the interests of the members if HAS; that the good of the entire Association membership should be considered, rather than the interests of a few “win-at-all-cost cup-chasers. The discussion ended with the appointment of Clifford O’Kane, Fleet 148, to represent the District in this weight controversy, at the Annual Meeting at Toledo. The meeting ended with no lives lost, and a good time was had by all.

Given the uniformity of boats today, and the fact that everyone who races their boat driesails, I think we are well past such arguments. This may even sound silly in today’s context, but it was such a big issue the CNY District took out a full page ad in the yearbook as shown on the following page.

Given where we are today, it appears the “floating shingles” won the argument, but I can’t tell you the rest of the story. If anyone knows how the argument went from here, please pass it along.

# - - about this question of weight variation !



Based on actual statistics, experimentation and foremost racing authorities, our investigating committee on Lightning Weight Variation, reports that everything else being equal, a light boat has a definite advantage over a heavier one.

The C.N.Y.L.D. resolved to advise further investigation by other districts and suggests as a corrective measure, the establishment of a minimum racing weight, based on the weight of the average, active, racing Lightning after mid-season soakage. This will not change the building minimum of 700 pounds, but will require penalty weights under the thwart seats in unusually light boats. It will again bring about true, one-design racing, establish renewed interest by owners of the earlier Lightnings which were built to 700 pounds, but did not take into consideration the increase due to soakage and the present loophole that still permits building underweight boats which allow for soakage.

We hope that you too, will feel that this question is worthy of comment.

## **CENTRAL NEW YORK LIGHTNING DISTRICT**

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*Henry (Bud) Minor, Jr., Canandaigua Y. C., Fleet 44, winning third race, and CYND Championship at Chaumont Bay, N. Y.*

## CENTRAL NEW YORK DISTRICT REPORT

**District Commodore:** Dr. Eugene Carpenter,

**District Secretary:** Jay Donovan,

**Fleets:** Country Club (1); Lake Delta Fleet (4); Crescent Yacht Club (9); Onandaga Lake Fleet (10); Mayfield Yacht Club (13); Fair Haven Yacht Racing Ass'n. (15); Canandaigua Yacht Club (44); Irondequoit Bay Fleet (46); Rochester Yacht Club (52); Pultneyville Yacht Club (61); Valleyfield Lightning Fleet (65); Newport Yacht Club (77); Lewis Point Lightning Fleet (93); Great Sodus Bay Fleet (108); Laurentian International (120); Red Jacket Lightning Fleet (125); Conesus Lightning Fleet (140); Genessee Yacht Club (148); Owasco Yacht Club (149); Cazenovia (164); Kingston Yacht Club (171); Lake Deschene (188); Lake Placid (193).

**District Report:** The Central New York District held its Annual Spring Meeting at the Hotel Gardenier, Newark, N. Y., on April 8th, 1951, with an attendance of 60 District members, including skippers, crews and club representatives. Commodore William G. Croucher tested the construction of the gavel. Bill reported Association approval of our method of selecting entries for the Internationals. Robert Adams, of Crescent Yacht Club, Fleet No. 9, on Chaumont Bay, reported on arrangements for the Eliminations, and named August 11th and 12th as the dates. Plaques were voted to the Rochester newspapers Yachting Editors, in recognition of their support and liberal promotion of District Lightning activities. Commodore Croucher recommended that the incoming Commodore appoint a Restrictions Committee to check boats, equipment and Association membership cards at 1951 regattas. This was subsequently done. Unanimously elected as District Officers for 1951 were: Commodore—Dr. Eugene W. Carpenter (359) 225 Broad St., Oneida, N. Y., Fleet 93; Lewis Point Yacht Club. Secretary—Jay Donovan (1825) 2894 St. Paul Blvd., Rochester, N. Y., Newport Yacht Club. The new Commodore appointed, as the Board of Governors, William G. Croucher, Fleet 108, Robert A. Adams, Fleet 9, and Dr. Donald B. Sanford, Fleet 184.

The next business meeting was held at Crescent Yacht Club, Chaumont Bay, during the District Eliminations. About 200 District members heard Commodore Carpenter open the meeting and review the work of committees and the affairs of the District. The Commodore stressed the payment of Associa-

tion dues, and the fact that only 128 owners had paid them. Discussion resulted in the opinion that the Association is partly to blame in the matter of delinquent Fleet dues, and Commodore Carpenter was delegated to highlight the matter, at Toledo, by suggesting that all delinquent Fleets be listed in Flashes. It was felt that Fleet dues are little enough, and that the Association should take the stand that a fleet either belongs to the Association or it doesn't.

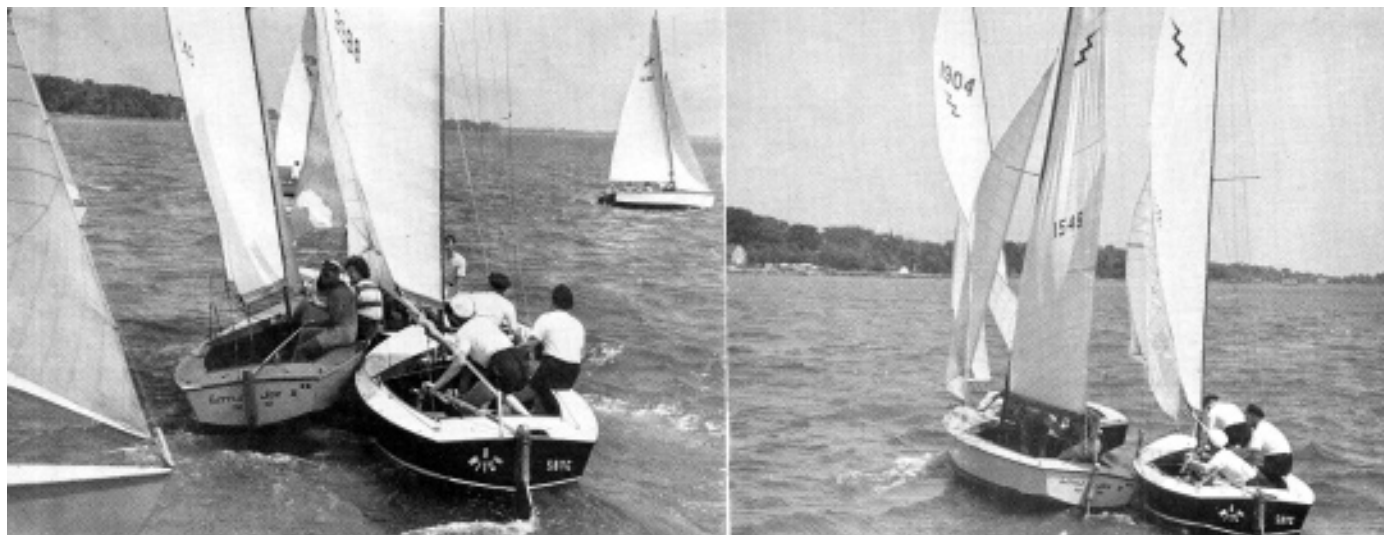
The unwieldy size of the District was discussed. The large area included in Central New York District is too far-flung for unity and mutual interest. The Canadian Fleets feel that they should have a District of their own. Their long hauls to District events, involving border customs red tape, are too much of a handicap.

The subject of the new tendency toward light boats touched off fireworks. The trend to "floating shingles" was condemned by many members as a violation of the Association's boasted policy of protecting ALL owners' investments, by uniformity of construction. Many felt that the ability to pay extra money for a "different type boat" had finally raised its ugly head. Some owners of what they called "regular Lightnings" expressed opinions all the way from discouragement to—"to hell with it." Other expressions were that young people were avoiding Lightnings in droves (except as crews) because of the cost, and that the Association would do well to protect the interests of the members if HAS; that the good of the entire Association membership should be considered, rather than the interests of a few "win-at-all-cost cup-chasers. The discussion ended with the appointment of Clifford O'Kane, Fleet 148, to represent the District in this weight controversy, at the Annual Meeting at Toledo. The meeting ended with no lives lost, and a good time was had by all.

The Elimination Regatta, Henry (Bud) Minor, Jr., Canandaigua Yacht Club (Boat No. 4872), and Dr. Eugene Carpenter, Lewis Point Yacht Club, (Boat 359) tied for the first with 53 points each, but Minor's two first places won the championship trophy. Third place was nailed down by Ernest Hamilton, Algonquin Yacht Club, who sailed Boat No. 458 to a 2nd, 5th and 6th. Bill Place, Canandaigua Yacht Club finished fourth, John Swartz, Sodus Bay Yacht Club was fifth, Dr. John McIntosh, Newport Yacht Club who won the second race finished sixth, Bill Croucher, Sodus Bay Yacht Club was seventh. Bob March

Second, also from the '52 year book, is a demonstration of "Barging."

This is interesting as "Barging" is no longer a special rule, but as we know, it is still covered by the rules. It also caught my eye because boat #1548, 'Little Joe,' is currently on the Class web site for sale. Please, someone buy it, restore it, and join us at the 70th Anniversary Regatta.



## BARGING

by Wayne E. Baumler

At the start of a race involving 18 Lightnings from Fleet 78 based on the Niagara River just above Niagara Falls, this absolute and positive violation of the Anti-Barging rule occurred, which when brought to its conclusion, illustrated several of our accepted Yacht Racing Rules.

In picture #1, Yacht 1904 has fouled 2988, who in turn fouled "Little Joe II" 1548. In picture #2, Yacht 1548 has passed by "B-Witch" 2988 and has herself been fouled by 1904, who had been unable to avert collision, due to the pressure on her port stern quarter being exerted by "B-Watch." "B-Watch" bore off and the continued in the race as the jib man prepared to hoist a B-flag. "Little Joe II" continued to

push the stern of 1904 until she completely jibbed, after which both boats continued in the race. Following the race, 1904 protested both "assailants" for attacking her. Yacht 1548 protested 1904 for barging, making it impossible for her to give way to 1548. Protest Committee upheld both protests against 1904 and so disqualified her. It did not allow the protest of 1548 against 2988 because of the latter's counter-protest against 1904.

This incident is a good example of some phases of the Anti-Barging rule, and brings attention to the necessity for protesting the correct boat at a time like this. Let's hope it doesn't happen to you.

Note that several of the competitors are wearing "yachting" caps. I wasn't born yet in '52, but for my racing on #7603, I may just have to get one of these!

And if you are interested in "Little Joe," here is the ad from the website:

**1548.** "Little Joe," built 1947, has beautiful wood spars. Boat is complete but has a cracked hull plank. Deck and feeboard were fibreglassed by my predecessor but could easily be removed if someone wanted to return it to original condition—green deck, white hull, gray interior, white seats. Includes like-new trailorand sails. Boat located in Surry (near Ellsworth), Maine; \$2,500 or best offer.

Call Nick 978-388-0999.(W) 978-388-4646. Email: [haineslaw@verizon.net](mailto:haineslaw@verizon.net)



Brian Hayes

# Coach's Corner

## Lightning Racing Clinic



Neil Fowler



Bill Fastiggi



Allan Terhune



Jeff Linton

During the first day of sailing at the St. Pete Midwinter Regatta, weather forced a postponement, and an impromptu Lightning Lab was held at the Sailing Center. Brian Hayes, Neal Fowler, Bill Fastiggi, Jeff Linton and Allan Terhune all participated in what turned out to be a very informative and worthwhile hour of talking Lightnings. Below are notes that were prepared by Gary Schwantz from Nigeria. You read that correctly, I said Nigeria. We were lucky enough to have him sail with us in St. Pete and look forward to seeing him again in Greece this summer. Below are his comments:

A general discussion of Lightning racing, tuning and boat handling recently experienced in Miami was discussed while seventy-two teams awaited threatening storm clouds to abate at St. Pete. The discussion was enlightening and fascinating. Different teams used different techniques to make the boats go fast while some common themes applied to all.

### **Starting**

- First priority is to have space to maneuver in order to accelerate, sail fast and tack if desired.
- If the wind is oscillating, start in the middle of the line to minimize risk and leave yourself with more options to play the shifts.
- You should be at full speed and heading close hauled when the gun goes off. Set yourself up so at ten seconds you can start to accelerate and get onto a close hauled course.
- Worst position to be at start is head to wind when the starting line as gun goes off—with no speed off the line, everyone sails by you.
- Decide early and go with your decision. This applies at all stages of the race, such as starting, when to jibe, which gate mark to choose, etc. If it looks like you are not going to have a good hole, or not make the pin, bail out early. You will still have enough time to recover and have a good start.

### **Beating Upwind**

- Miami had 13–17 mph winds with choppy waves on port tack, light crews (less than 470 pounds), typically had traveler off to leeward 6" from boat centerline, backstay heavy on, vang heavy on, mainsheet played in puffs. If the vang isn't on heavy when the mainsheet is released, the boom goes up instead of out, the jib sags and powers up, and the main stays powered instead of releasing to leeward, thus critical to have vang heavy on.
- Miami starboard tack, 13–17 mph, had less wave pounding so was able to carry boom on the centerline, other adjustments the same.
- Heavier crews (more than 550 pounds) had less backstay, maybe half on, also traveler less to leeward.
- General agreement, less than 12 mph—no vang.
- Main cunningham ranged from half on to full on, with full on being no horizontal wrinkles at luff. Main outhaul was medium setting.
- Teams with Fisher or Vermont Sailing Partners jibs typically tightened the jib halyard one inch in puffs and simultaneously eased the jib sheet about an inch to keep the same leech setting on the jib. Tightening the jib halyard keeps the jib flatter. Jib leech position ranged from 2" inside the spreader tip to 4" outside the spreader tip depending on helming technique. Teams sailing with M-5 jibs typically didn't adjust the jib halyard.
- Brian feathers the boat to where the jib has front 6" bubbled—corresponding to sailing with jib 4" outside the spreader tip. Jeff sailed with the leech 2" inside the spreader and no bubble in the jib luff.



### **Turning the Windward Mark**

- Pull the centerboard up half way before rounding the windward mark, so boat doesn't 'trip' over the centerboard.
- Ease jib and main to turn around the mark.

### **Downwind**

- Some crews go on-deck to jibe the spinnaker pole, some stay in the boat. Both perform well.
- Generally most crews stay inboard to handle pole in heavier wind and when there are waves.
- Stay in an open lane and avoid crowds—single boats are faster than clumps of boats.
- Avoid 'cowpiles' at the leeward mark (you can imagine this, or ask Bill Fastiggi, but you probably had to be present to fully appreciate this one).
- If boat starts rocking to windward and then to leeward, heat up to a little closer reach instead of going dead downwind to improve/steady control.
- If planing is possible, 'go for it.' Increased speed generally more than pays back the extra distance.
- If wind is less than 12 mph, go dead downwind—you're not planing.
- Stay inside the downwind lay lines as you are approaching the gate in order to preserve your options on which gate to round. (Draw the picture of two gate marks each with two lay lines. This looks like a 'W' with the marks at the points on the bottom of the 'W.' The target area as you approach the gate is to be inside the middle 'V' formed by the two intersecting lay lines).
- At the gate, go for the shortest course, which is most upwind gate mark—or if too many boats go for the favored mark, avoid the 'cowpile' and round the mark with less traffic.
- Jibing in heavy air—do it when it's scariest because it's really easiest then! The boat is unloaded when it's going fastest—just after getting a puff. Most important, turn enough to flop the main and get the guy under control. Let the sheet flap if needed, then sheet in as soon as you have control and enjoy the ride.

Thanks again to all who participated and especially Jeff, Brian, Bill, and Allan.

*Notes prepared by Gary Schwantz, Nigeria Fleet*

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*I’d like to compliment you guys on the excellent quality and content of the latest Lighting Training Video with Greg & Joanne and Jeff Eiber. I’ve already watched it twice this week, and I find that there are several layers of valuable information in the video and commentary.*

*I’ve got to say that there is nothing like having the unbiased eye of a camera to capture the smoothness of a championship team going through the moves. It really drives home the importance of solid boat handling as the foundation upon which speed around the race course is built. Being able to see this team perform and hear expert commentary is enormously fun.*

*Matt Burrridge—14834—Yeti*

# Cedar Point Yacht Club EARLYBIRD REGATTA

May 19th and 20th

*Please join us at the 2007 CPYC EarlyBird Regatta, home of the 2007 Lightning Atlantic Coast Championships! This is a fantastic tune-up opportunity, plus it's a joint regatta with the Flying Scot Class.*



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## A Crew Mentoring Program

**John Holzapfel—11570**

We have all probably had the experience of needing one person to fill out our crew and just took any "body" off the dock.

Usually this person either has no racing experience, minimal sailing experience or doesn't sail at all. In any case, their knowledge of the lines and techniques that are necessary to sail in a Lightning ended up being more of a distraction than a help. Here is a possible solution to this problem.

The Orient Yacht Club, a mixture of members who have power boats, sail boats or just an interest in being around boats, has sponsored a successful junior sailing program for many years. About sixty children from ages seven to fifteen each year participate in a summer program of learning to sail and race Optis and 420s.

This past year, with pressure from these children's parents and other adult members, the board of the club decided to start an informal adult sailing class. The entire group would meet three times on a Saturday morning for an hour and a half and discuss the basics of sailing, the parts of a sail boat and finally knots and other useful maritime trivia. It would then be left up to the volunteer mentors to match up with two or three adult students and meet on a semi-regular basis at mutually convenient times to learn to sail.

This is where the Lightning skippers stepped in and offered a variation on the above plan. We offered not necessarily to teach the adults to sail a Lightning (which we all know is a life-long struggle) but to try to teach many of the skills necessary to successfully crew on a Lightning—something "even a caveman can do."

Two of the skippers offered to each mentor three students. The idea was that each group would get together and go through all the basics, first on land and then on the water at a time that was convenient to everybody. This might involve the skipper giving up an hour or two on a Saturday morning before the afternoon races or perhaps a pleasant late afternoon or early evening sail during the week. The advantage of having three students was that on many occasions, one of the three had something else on their schedule and thus the skipper could still go out on the water with a full crew.

The lessons were all low keyed and done in a step-by-step process and repeated often so that each student could take their time to ask questions, to understand what was going on and master some of the basics that are necessary to crew. This was all done without the pres-

sure situation of being in a race. We also made available the Lightning training videos which the students passed around among themselves and found very helpful. After four or five of these practice sessions, the adult students knew the basic functions of all the lines, were able to tack and gybe the sails and generally felt comfortable in their way around the boat. They were by no means experts but they had an idea of what they were doing.

Another variation of this mentoring concept involved one of the students who had been crewing on a Lightning for the past two seasons. She took the opportunity to use this mentoring program to test her skills in skippering the boat. She was able to go out on a Lightning with a skipper and go through all the techniques she would need to skipper her own boat and test herself without immediately buying her own boat and being thrown into race situations.

As in all teaching, the students also taught the teachers. When you try to explain a concept or technique to others, it focuses your own approach to the situation and causes you to develop a greater understanding of the principles and your own techniques. More than once we heard "that isn't the way they do it on the DVD."

The Orient Yacht Club has a Thursday night Lightning series, usually three races a night, which provides the entertainment for an evening dinner. For \$5, the club provides the main courses while the members are asked to bring a salad or dessert. It is a popular social event, and usually over a hundred members come down to eat and enjoy the races, which usually start and end right off the dock. One evening, I had gone out early with only one crew member and expecting the other crew member to show up in a few minutes. He never showed. So, just before the start of the races, I drifted past the end of the dock and yelled up to one of the tables, "Laura, would you like to race tonight?" She immediately said yes and literally jumped off the dock into the boat. I could hear voices of the others at the table, "I didn't know Laura could sail," "Does Laura race in Lightnings", etc. It happened that we won the first race of the evening and as we crossed the finish line, Laura received a standing ovation from the crowd. It was the conversation of the evening—all because of the mentoring program.

The mentoring program worked well for us. We ended up with four new crew persons available for the Fleet and perhaps one new skipper—not bad for an investment of a few hours by a few skippers. More importantly, interest in the Fleet was increased, and people are already interested in signing up for this year's program. Try the mentoring program—it works.

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**The International Lightning Class Presents**  
**the**  
**2007 Lightning Class North American Championship**  
**August 18–24, 2007**

**Hosted by Severn Sailing Association, Eastport Yacht Club and Lightning Fleet 329**  
**Annapolis, Maryland**



## **Notice of Race**

### **1 Rules**

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing and by the Rules Governing All Sanctioned Lightning Class Championships.
- 1.3 This Regatta is designated Category C in accordance with ISAF regulation 20, restricted as follows: Advertising on hull only.
- 1.4 The following Racing rules will be changed and will appear in full in the sailing instructions.
  - 1.4.1 Rule 42.3(c) to allow certain types of pumping in accordance with the class rules.
  - 1.4.2 Rule 44.2 to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the class rules.
  - 1.4.3 Appendix A to allow for different points for boats receiving "letter" scores, in accordance with the class rules.
  - 1.4.4 RRS 60.1(b), 63.1, 63.6. and 66 will be changed in the Sailing Instructions to permit Protest Arbitration.
  - 1.4.5 Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first finisher sails the course and finishes will be scored the number of boats that finished within the time limit plus 1."
- 1.5 ILCA may decide that Appendix P (Immediate Penalties for Breaking Rules 42) will apply.

### **2 Eligibility and Entry**

- 2.1 Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules. Each U.S. and Canadian entry shall qualify for participation in the North American Championship by sailing in their respective District Championship Regatta. The Quota for each District will be as follows:
  - 2.1.1 The Quota for the North American Championship will be as determined by the ILCA executive committee.
  - 2.1.2 The Dixie District will have at least a double quota.



- 2.1.3 Each District shall be allocated one additional boat in the North American Championship for every three boats from that District that sailed in the Blue Fleet in the 2006 North American Championship.
- 2.1.4 In addition, members of the Executive Committee, the Vice President of the North American Championship, the 2006 North American Champion and the 2005 World Champion need not qualify to sail in the 2007 North American Championship. The Executive Committee may permit up to ten (10) skippers from outside North America to compete; one or more skippers not previously qualified through their District may, as determined by the Executive Committee qualify from each of the Women's, Master's and Juniors 2007 North American Championship Regatta.
- 2.2 A completed entry form accompanied with the entry fee must be postmarked on or before July 18, 2007 for the Championship. The entry fee is \$350 USD provided the entry form is postmarked on or before 18 July. Late entries will be accepted until 1600 Saturday, August 18th with a late entry fee of \$450 USD.
- 2.3 Entries must be mailed to:
  - ILCA Executive Secretary
  - Jan Davis
  - 7625 South Yampa St.
  - Centennial, CO 80016 USA

### **3 Registration**

- 3.1 Registration and measurement will be held from 0900 to 1800 on August 18, and from 0800 to 1300 on August 19. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta on the property of Severn Sailing Association or Eastport Yacht Club or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team, Lightning Fleet 329 and any sponsors of the Regatta and their members, officers, governors and agents from liability for such damage or injury.

### **4 Measurement**

- 4.1 Boats must hold and present a valid Measurement Certificate, and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.
- 4.2 Boats that are properly measured at the Lightning Women's, Master's and Junior Championship Regatta (at Leesylvania State Park, August 15th and/or at the Dixie District Championship may be exempt from measurement at the North American Championships.
- 4.3 Shroud tension will be re-measured after boats have been rigged at SSA and EYC.

### **5 Boat Storage**

- 5.1 All boats must be at the regatta site by 1200 hrs on August 19th, and remain there for the duration of the regatta except by written permission from the Principle Race Officer (PRO).
- 5.2 Skippers will be required to drysail their boats daily. Wetsailing will be by permission only from Principal Race Officer (PRO).

### **6 Qualifying Series and Final Series**

- 6.1 The regatta will consist of a qualifying series and a final series.

### **7 Schedule**

#### **7.1 Planned Schedule**

Saturday 18-Aug-2007	0900-1800	Registration & Measurement
Sunday 19-Aug-2007	0800-1300	Registration & Measurement
	1400	Warning Signal - Practice Race
	1800	Skipper's Meeting & Opening Ceremony
Monday 20-Aug-2007	1100	Qualifying Series-Warning Signal 1st race of the day
Tuesday 21-Aug-2007	1100	Qualifying Series-Warning Signal 1st race of the day
	1800	Qualifying Series Party & Barbecue
Wednesday 22-Aug-2007	1100	Final Series- (Championship, President's Cup, Governor's Cup)-Warning Signal 1st race of the day
Thursday 23-Aug-2007	1100	Final Series-Warning Signal 1st race of the day
Friday 24-Aug-2007	1100	Final Series-Warning Signal 1st race of the day
	1800	Awards Banquet and Cocktail Party

7.2 No starting sequence will begin after 1600 hrs. Friday, 20 August 2007.

7.3 The schedule may be adjusted by the Race Committee in the sole determination of the PRO.

## **8 Sailing Instructions**

8.1 The Sailing Instructions will be available at registration.

## **9 Venue**

9.1 Racing will be held on the Chesapeake Bay.

## **10 Courses**

10.1 The courses will be windward – leeward with 0.75.to 2.0 nm weather leg lengths depending upon the weather.

## **11 Scoring**

11.1 Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules.

11.2 In the qualifications series there will be one throw- out only if 4 races are completed.

11.3 In the championship series there will be one throw- out only if 6 races are completed.

## **12 Support Boats**

12.1 Team leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the finish of the last competitor in the last race except in boats provided by the Organizing Authority.

12.2 Individual competitors may not use a support boat at any time during the regatta except as provided by the Organizing Authority.

12.3 The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

## **13 Trophies**

13.1 Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup.

13.2 Perpetual Trophies will be awarded to the North American Champion and Runner-Up.

13.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.

13.4 The Swanson trophy will be awarded to the highest scoring woman in the North American Championship.

13.5 The Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series, (2006 vs. 2007).

13.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.

13.7 The Elfman Trophy will be awarded to the highest placing Master skipper in the Championship who also skippered in the North American Masters' Championship.

## **14 Disclaimer of Liability**

14.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Lightning Fleet 329, Severn Sailing Association and Eastport Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **15 Further Information**

International Lightning Class Association  
7626 South Yampa St.  
Centennial, CO 80016 USA  
[office@lightningclass.org](mailto:office@lightningclass.org)

### **REGATTA CHAIRMAN**

Stephen Constants  
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[sconstants@mac.com](mailto:sconstants@mac.com)

## 2007 North Americans Chartering Information

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

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

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

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

Fleet 329 can suggest a method of handling insurance issues between parties to a chartering arrangement. Please contact Todd Johnson at: [todd\\_15202@comcast.net](mailto:todd_15202@comcast.net) or by phone at 202-302-2622.

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Photo: Dave Grossman

**Cedar Point Yacht Club Presents the 2007  
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## **Central Atlantic District 2007 Regatta Schedule**



Photograph by Bill Clausen

June 9-10  
June 16  
June 16-17  
August 3  
August 11-12  
August 25  
September 29  
September 29  
October 27

Central Atlantic Districts (CAD Members only)  
Bay Head - Metedeconk Tune-Up  
Governor's Cup  
New Jersey State Junior Championship  
Down Bay Regatta  
Barnegat Light Yacht Club Annual Regatta  
New Jersey State Championship  
Manahawkin Bay Cup  
Pumpkin Bowl

Riverton Yacht Club  
Metedeconk River Yacht Club  
Riverton Yacht Club  
Metedeconk River Yacht Club  
Little Egg Harbor Yacht Club  
Barnegat Light Yacht Club  
Surf City Yacht Club  
Surf City Yacht Club  
Barnegat Light Yacht Club

Come join us for these great events.  
For more information, visit the ILCA website or email Jim Carson at [jigcfuzzy@comcast.net](mailto:jigcfuzzy@comcast.net)

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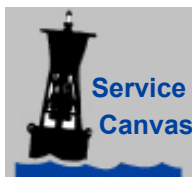
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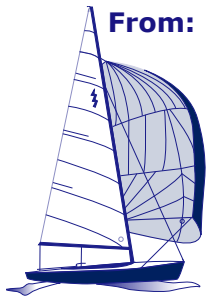
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## Classifieds

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

**15190** Allen. \$18,250 Turn Key boat. White hull with black rub rail delivered August 2003. 700-706 lbs (depending on scale) with max 20 lbs lead at center plus 2.5 lbs in each corner. Reinforced partners. Bottom original, not sanded.. Michael Gooch-Breault [micgoobre@yahoo.com](mailto:micgoobre@yahoo.com) (917) 685-0208

**15069** \$13,800 Nickels, All White. Many sets of sails including one barely used set of North M-5s and a very good set of club/local racing sails. All carbon blocks. Max width CB. Hull is in near perfect shape and hasn't been sailed much in the past two seasons. Boat is stored in Michigan. Contact Ward Detwiler: Ward. [Detwiler@gmail.com](mailto:Detwiler@gmail.com) or 248-770-7404

**14781** Allen. White hull, grey deck, adjustable jib cars, gal. trailer. North sails, covers, SS centerboard, excellent condition. \$11,500 Kirk Reynolds 315-685-5149 (w) 315-685-5149 (h) [revn685@yahoo.com](mailto:revn685@yahoo.com) (NY)

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

**14635** Nickels, white hull, grey deck, red deck & chine stripe. Minimum weight with lead still installed. Tick Tack micro compass, hull cover & mast up tent cover. New Fisher North M&J used in two '06 weekend regattas. New Nickels trailer fall '02. New Jersey \$9,500 obo Darryl Waskow wk 609-258-3733, hm 609-333-1113, [mailto:waskow@princeton.edu](mailto:mailto:waskow@princeton.edu)

**14311** Allen, blue hull with white deck, 2001 North M1 and 2002 Shore Spinnaker, Allen trailer, cover, all new lines in 2001, ready to race. \$6,500. Contact George Buckingham, location Indiana, phone (w) (574) 533-1171 (h) (574) 533-6638 [g Buckingham@yaub.com](mailto:g Buckingham@yaub.com)

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

**14202** McLaughlin Hull. Excellent condition with unique "Stars & Stripes" paint scheme. Great for club racing or for day sailing. Dry stored and well maintained: \$5750 obo. Contact Greg, 410-212-6514, [glembo@sbcglobal.net](mailto:glembo@sbcglobal.net) or [greg.lembo@navy.mil](mailto:greg.lembo@navy.mil)

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

**Parting out Lightning 13772**, SS Centerboard excellent condition \$600, Nickels Rudder almost new and Padded Bag \$300.00, Bryant Boom (rigged mainsheet internal) \$80, Fiberglass Spinnaker Pole \$80, Aluminum Spinnaker Pole \$35, Nickels Trailer Light Bar, \$40. Used Sails, one set used 6 times in club series. Numerous cleats, Harken and parts from the Lightning. Storage covers and mast storage cover. Pictures of everything. Contact: Justin Monnig Location: NJ Phone 201-214-4638 E Mail: [jtmonnig@yahoo.com](mailto:jtmonnig@yahoo.com)

**13110** Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 [dissettesail@chartermi.net](mailto:dissettesail@chartermi.net) (MI)

**13101** Mueller - Green Awlgrip fiberglass hull with white top sides and black aluminum Bryant spars. Standing rigging is relatively new. SS center board, wooden rudder and tiller. Includes trailer. Located in Meredith, NH. Asking \$3,300.00. Please contact Phil Sullivan: cell phone 978-505-7946 or [mailto:p.philsullivan@comcast.net](mailto:mailto:p.philsullivan@comcast.net)

**10638** Lippincott. Wimpy-flash. Many extras including sails, covers, trailer. \$4,000 Skip Dieball 419-392-4411 (h) [sdieball@quantumsails.com](mailto:sdieball@quantumsails.com) (OH) 12/12/2005

**10494** Lippincott. White fiberglass hull, white deck, rigged for racing. Mahogany trim in very good condition. Sealion. Galvanized boat trailer in very good condition. \$1900. Jim Gill 215-723-9662 [mailto:gilljig@verizon.net](mailto:mailto:gilljig@verizon.net) (PA)

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

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

**9830** Lippincott, 1966. Light blue with white deck. Iron centerboard. Wood seats (not original), trim, rudder and tiller. Upgrades include Harken jib cars, cleats, main sheet controls and blocks; Bryant mast and boom, Elvstrom bailers, padded hiking straps and mooring cover. Serviceable main and jib. Galvanized home-made trailer in decent condition, new tires. Located on Martha's Vineyard. \$1,000. Contact Bill Griffin at 860-614-6599 (cell) or <mailto:sachems1@comcast.net>

**9693** Gerber Boat Works, NY, NY. 1960: Truly one of kind completely restored woody. Total restoration over two-year period completed in 2002 no dry rot. All bright work completely reconditioned this summer. There are many extras to many to list. Boat is located in dry dock. Trailer is included, many great pictures available. \$2850 obo. Rick Walters LA, CA. 310-800-6982 <mailto:rick@rickhwalters.com>

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

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

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

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

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

**6296**. Well maintained classic wooden Lightning. Stored indoors, comes with trailer, two sets of sails and one spinnaker. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) [kesterson1@verizon.net](mailto:kesterson1@verizon.net)

**6133**. 1955 classic, woody hull and alum/stainless rig. Hull Blue, top white interior bright. Sails in good condition. Recent Hull repair and new canvas deck. New Hardware, brand new dry sail cover, aluminum trailer. Boat is in very good condition. \$3,500 Joe LaCroix 416-830-0294 joe.LaCroix@digitalworldcard.com (CAN) 4/4/2006

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

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

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