



Annapolis U. 2007—Chapter One

By Stuart Walker, Greg Fisher and Allan Terhune

Annapolis has long been hailed by many as the sailing capital of the United States. Certainly there are other areas that also offer great venues for major championships like the NAS, but the Chesapeake Bay is tough to beat. While, like many areas of the country in the middle of the summer, the Chesapeake Bay can sometimes suffer from a bout of the doldrums, normal sea breeze conditions will provide beautiful 8–12 mph breeze. On the other hand, those who sailed the NAs in 1999 surely remember the unexpected solid two days of 15–20 mph during the qualifying series. So one thing is for sure...what we might see during the North Americans is not guaranteed, and we'd suggest being prepared for anything!

Since we don't pretend to be meteorologists, we have enlisted the expertise of "the master" here in Annapolis, Stuart Walker. Below is his synopsis of what we all might expect. Not only has Stuart offered up his thoughts here on sailing in Annapolis, he has also generously offered to give us another one-hour lesson for those taking part in the "Annapolis U." during the North Americans. His talk will take place late Sunday morning, August 19. Watch for more details! Thanks Stuart!

Al and I plan on a short write-up on the important guides to boat setup when sailing on the Chesapeake in August in next month's Flashes.

Winds of August at Annapolis

The warm Bay and minimal pressure gradient to the northwest of the center of the Bermuda High in summertime has unjustly earned for Annapolis the title, "Light Air Capitol of the World"! But in spring and early summer the polar front, with its steep gradients, crosses the Chesapeake at least occasionally, and, in the presence of the still "cool" Bay and the rapidly heating land, sea breeze generation is optimal. Spring produces ideal sailing conditions—strong gradient northwesterlies and, on subsequent days, moderate local sea breezes and the strongest Bay sea breezes of the year. Summer can sometimes be similar.

The typical, but by no means necessary, sequence of airflow associated with the movement of the polar front in summer is as follows—subject to marked variations, including cold front passage both less frequently and/or the presence of low pressure moving along the Great Lakes or up the coast from the Gulf.

Day 1—Cold front passage, 12–18 knot northwesterlies. Classic Category 1 oscillating wind conditions—range of oscillations maximal (40'?) in mid-afternoon—keep to the lifted tack and avoid the laylines.

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CONGRATULATIONS!!!

2007 World Champion

Jeff Linton, Amy Smith Linton, Jahn Tihansky

2007 Pan Am Games-Lightning

1st: Tito Gonzalez—2nd: David Starck—3rd: Claudio Biekarck

2007 European Champion

Urs Wyler, Walter Durr, Gilbert Durr

2007 Open European Champion

Alan Terhune, Katie Terhune, Dave Perkowski

2007 World Masters Champion

Bill Mauk, Vladimir Kulinichenko, Michele Sumpton

The 24th International Lightning World Championship in Athens, Greece, was a spectacular success! The Yacht Club of Greece and Commodore George Papadongonas hosted ILCA members and their families from twelve countries. Even though the Athens weather was the hottest in twenty-five years, an attempt to fry an egg on Jeff Linton's deck was unsuccessful. The Club provided outstanding ceremonies, and the evening parties in the boatyard enticed everyone to dance despite the heat. There was plenty of action!

Special thanks to George and Anna Andreadis, Lisa Statholou and PRO Paul Schillizi for all their efforts to make the 24th International World Championship a memorable event. Paul and Lisa also provided an exhibition of Greek dancing in the boatyard, and all the sailors will remember Lisa's "one minute to Papa" during the starting sequence.

The World and European Championship events included on-the-water judging. There were violations called which required a turns penalty for the first infraction and disqualification for the second infraction. Additionally, the judges would whistle

if they observed any fouls, and they can be witnesses in a protest. Should the Class have on-the-water judging at its major events?



At the European Area meeting, there were participants from Greece, Finland, Italy, Switzerland and Nigeria to discuss the status of their Fleets and possible opportunities for growth. Did you know the Nigerian Fleet is up to 50 boats?! However, due to customs issues, no boats were able to be sold to European countries (other than Nigeria—they bought two more!). It is very difficult for the other European countries to obtain quality Lightning boats to expand their Fleets. The Class needs to solve this issue to maintain its International status.

The return of the Lightning to the Pan Am Games has helped to bolster Lightning activity in South America. Similar to Europe, there are concerns with boat availability in this Area.

I hope to see you at the North American Championship in Annapolis, Maryland.



www.2007LightningNAs.com



Official Notices

2008 Slate of Officers as proposed by the Nominating Committee:

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VP Ecuador	Paco Sola Tanca
VP Finland	Antero Punttila
VP Greece	George Andreadis
VP Italy	Carlo Jommi
VP Peru	
VP Switzerland	Gilbert Despland

Notice of Meetings

Special Governing Board and General Meetings of the ILCA will be held at the North Americans on August, 19, 2007, in Annapolis, Maryland. Time and place to be determined.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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So. Circuit '07

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

Pymatuning Spring '07

1,2

Potomac Cup '07

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

No Gas Regatta '07

1,2,3*

Jackson Spring Fling '07

1,2,3,4,5

North Americans '06

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

South Americans '06

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

US PAN AM Trials '06

1,2,3

Youth Worlds '06

1st

* partial inventory

Photo Bill Clausen



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Day 2—Lighter (5–10 knots) NW - N - or NE (as the center of the high, to the north, moves east). Lesser oscillations—weather mark may be along edge of deep water in zone of maximum current velocity—ware the ebb! If gradient wind dies, look for secondary sea breeze.

Day 3—Light southeasterly.

If sunny, expect, sequentially, primary sea breeze, ocean sea breeze, and Bay sea breeze.

Day 4—Moderate (12–16 knots) amalgamated Bay sea breeze. Expect moderate southerly gradient wind in the morning with progressive velocity veer as sea breeze amalgamates and strengthens.

Day 5—Light to Moderate westerly (5–10 knots).

At midday expect local sea breeze (at 165'–180') to fill in offshore and to produce “two winds simultaneously” with intervening zone of calm between the sea breeze and the westerly inshore. Seek the wind in which the weather mark is located.

Sea breeze generation is facilitated in early summer at Annapolis by the cool water, the Severn River which conducts the marine air inland to the heating sites, the typically dry, cold air, with a high lapse rate, advected from Canada in cP air masses that facilitate insolation and separation from the heated surfaces ashore, and the frequent presence of northerly, offshore gradient winds in opposition to the sea breeze, which provide an upper level sea breeze outflow or southerly, onshore gradient winds in alignment with the sea breeze, whose lower levels are strengthened by amalgamation.

Three different sea breezes occur at Annapolis: a local, primary or secondary, sea breeze onshore from the mid-Bay into the Severn, a Bay sea breeze from the ocean beyond the Virginia Capes spreading up the Bay to the mouth of the Susquehanna, and an ocean sea breeze crossing the Eastern shore and coming offshore onto the Bay.

When the Bay water is colder than the heating land and colder than the overflowing gradient wind, the local primary, 6–10 knots, sea breeze develops off Tolley Pt. from approximately 135'–145' in late morning or early afternoon and gradually veers as it increases in velocity to approximately 155'–165' in mid afternoon.

The Atlantic ocean sea breeze and its derivative, the Chesapeake Bay Sea Breeze, develop along the ocean coast in the presence of southerly or southwesterly flow in the western periphery of the offshore “Bermuda” High. When the Bermuda High is so positioned and gradient flow is approximately aligned southeast to southwest, the ocean sea breeze amalgamates and mixes within its lower levels. The turbulent ocean sea breeze then races across the heated eastern shore and arrives at Annapolis from 165'–185' in early afternoon. Simultaneously, the amalgamated Bay sea breeze, its lowest levels consisting of cold ocean air, moves north from the Bay's entrance and channels into each of the Bay's tributaries, including the Severn, arriving in mid-afternoon so that its 210' flow in mid-bay backs to 180'–190' as it rounds Thomas Point into Whitehall Bay and to 165' within Annapolis Harbor.

In spring all three sea breezes may appear sequentially. If the initial wind in late morning is the local sea breeze, from 135'–165', expect the flow to strengthen and to veer to 175' or 185' as the ocean sea breeze appears a little after noon, and then to strengthen and veer further to 200' or even 210', depending on the gradient wind

direction, as the Bay sea breeze arrives in mid-afternoon. In the progressive veer, it may pay to go right on every beat, unless a very strong ebb is running off shore, but because of the gradual channeled back, as the surface flow turns into the Severn, it often pays to move out 1/4–1/2 mile on starboard before tacking to port.

Here are Stuart's thoughts on the all-important current in the Chesapeake Bay. Especially when the wind is on the lighter side, tidal flow is exceptionally important to keep an eye on.

Published times of change and strength are altered by the moon—stronger currents at full and new moon and at perigee, included in the Current Tables—by atmospheric pressure—higher tides and stronger currents with low pressure—and in the Chesapeake, most of all, by wind so that the time of Ebb Begins (EB) and Flood Begins (FB) may differ by two or more hours, and strength may be diminished to near zero or increased from typical maximum of 0.7 knots to more than 1.5 knots. The predicted time difference between the two phases of the cycle, between EB and FB, at Annapolis is six hours twelve minutes, so that, theoretically, each day the cycle is forty-eight minutes later than it was on the day before.

To predict the current in a race to come requires recognition of the time of the race relative to the tidal cycle—to the time that Ebb or Flood Begins. Anchored ships in the Bay are gross indicators; they turn to head south at 1½ to 2 hours after FB and turn to head north at EB or very shortly thereafter. The Current Tables and the published predictions are usually not more than two hours off, so combining them with observations made with a current stick before the start permits a better estimate of the flow to come. A test with the current stick referable to one of the crab pot buoys a few hundred yards southeast of the Greenbury Spider is helpful; the flow is to the east from 1–3 hours after FB, to the north from 3–6 hours after FB, to the west 1–2 hours after EB, to the southwest from 2–4 hours after EB, and back to the west from 4–6 hours after EB, when it shifts to the east again.

The generalizations made below derive from studies made by Bob Putnam and me. We spent several days testing with anchored buoys and current stick twelve different sites within and around Area A at every hour of the complete twelve-hour, twenty-four-minute tidal cycle.

Generalizations about the EBB

1. Ebb begins inshore and offshore simultaneously.
2. Maximum ebb inshore is two hours after EB and offshore is 3–5 hours after EB and is strongest just offshore of a line from Hackett's Pt. to Tolley Pt. and inshore of the main channel buoys. The current is one-half to one-third as strong over the center of the racing area as it is along and offshore of the Hackett's/Tolley line throughout the ebb.
3. The strongest ebb, stronger than in mid-Bay, and flowing SW is always over the shoal to the northeast of the course area—¼–¾ mile inshore of Can 35, as the ebb from the northern Bay sweeps over this protruding shoal off Hackett's Pt, and is strongest at this site three hours after EB.
4. Maximum ebb in the outer Annapolis channel is SSE at two hours EB and swings SW to NW five hours after EB.

Maximum ebb along the 30 foot depth line offshore is SSW at two hours after EB and swings abruptly W to N at six hours after EB.

Maximum ebb inshore and mid-course is SSW (SW near Hackett's) and swings gradually W to NW, W to N and NE near Hackett's, at six hours after EB.

Management—Beating Against the Ebb in a Northeaster:

In a northeaster, current usually trumps wind shifts.

- From EB to four hours after EB, go left (inshore) on starboard—then out on or above the port tack layline.
- From four hours after EB to six hours after EB, go left but tack out under the port tack layline.

Generalizations about the FLOOD

1. Flood begins first inshore (flowing east) at five hours after EB and is flooding throughout the course at 6 hours after EB - but may not be evident in mid-Bay (at the anchored ships) until 1½—2 hours after FB.
2. Flood begins offshore flowing strongly west along the 30-foot line and northwest in the Annapolis Channel. By three hours after FB, it turns north offshore and becomes much weaker but continues to flow NW in the Annapolis Channel and to strengthen until five hours after FB.
3. Maximum flood offshore to W is at one hour after FB; flow turns NW at 2–3 hours after FB and N at four hours after FB.
4. Flow is stronger to N in the approaches to the Whitehall Channel and to NE near Hackett's Pt.—over the center of the course area and inshore of the center than it is offshore of the center of the course area (over the Hackett's/Tolley line and farther out) from three to six hours after FB.

Management - Beating Against the Flood in a Southerly:

In a southerly, wind shifts often negate the effect of the current.

- From FB to three hours after FB, go right on port to the starboard layline.
- From three hours after FB to EB (and into EBB), go left on starboard to close to the port layline.

www.severnsailing.org/weather/tidalcurrenteffects.shtml

Stuart Walker—For more complete information about the winds of Annapolis and other racing venues, see my Sailor's Wind booklets, available in local marine hardware stores, and my book, *The Sailor's Wind*, W.W. Norton and Co., NY, 2000.

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Finally, here are some great web sites that Al and I use to watch the tides and weather. Good luck and we'll see you in Annapolis!!

These two sites provide tidal information on either side of exactly where we'll race:

Sandy Point tidal flow: <http://tbone.biol.sc.edu/tide/tideshow.cgi?site=Sandy+Point%2C+Maryland>

Thomas Point tidal flow: <http://tbone.biol.sc.edu/tide/tideshow.cgi?site=Thomas+Point+Shoal+Light%2C+Maryland+%282%29>

Here is a site that is real time plus offers forecasts for almost exactly where we'll sail:

Thomas Point Light Buoy NOAA data: http://www.ndbc.noaa.gov/station_page.php?station=tplm2

Here are some sites that provide varying detail from weather to wind for the Chesapeake Bay:

Weather Underground: <http://www.weatherunderground.com/cgi-bin/findweather/getForecast?query=annapolis.+md++21401>

Sail Flow Chesapeake Bay: <http://www.sailflow.com/windandwhere.iws?regionID=108®ionProductID=29&timeOffset=0>

Sail Flow Wind Forecast Greenbury Point: <http://www.sailflow.com/windandwhere.iws?regionID=252&siteID=1996&Isection=Forecast+Graphs>





Lightning Family News

Welcome New Member Katie Layman

We're from a youth camp here in Michigan, and we run two sailing programs during the full, two-month summer. Each sailing program is two weeks long.

The name of the camp is Camp Westminster, and we're located on the north side of Higgins Lake. There is a regatta being held here on the lake on June 23-24 for those interested!

I will be the skipper of the boat, and our two crew members are Grace Lindvall and Neil McCullough.

We are looking forward very much to participating in this awesome event!

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Central Atlantic District Championship

Bobby Martin, Boat Grant Recipient

Twenty-one teams competed for the Central Atlantic District Championships on the mighty Delaware River over the 9th and 10th of June. John Townsend served as regatta chairman and Bill Clausen as principle race officer for the first District Championship hosted by Riverton in ten years. It was particularly exciting for me because it was my first regatta at my home club in more than five years and the biggest turnout for a one-design regatta at Riverton in my memory.

Racers began Saturday's sailing with a puffy breeze direction blowing across the river. Young Will Brown of Barnegat Light, sailing with John Faus and Paul Whitesides, hopped out to an early lead with finishes of first and fourth in the regatta's first two races. At the completion of Saturday's racing, the team of Bill Bogardus, Leah Samit and Kevin Robinson of Metedeconk River were rewarded for their consistency and held a slim lead.

Saturday's regatta dinner and party was a great success. Special thanks to Sarah Pramik for organizing the fully catered affair at Riverton's Porch Club. Sailors enjoyed pasta dishes and watched the footage of Saturday's racing. Sunday's final racing would prove to be very entertaining with numerous teams in contention for the title.

Due to very light conditions on Sunday, only one race was sailed on the final day of racing. Unlike Saturday, the local knowledge prevailed, and the top finishers made big gains when they sought current relief. Mark Schneider of Riverton, sailing with his daughter Ashley and Josh McCaully, won the final race of the regatta, boosting them to third place. Metedeconk's Brian Taboada sailing, with Meghan Crann and Casey Yetman, posted a fifth place in the final race, which was good enough to claim second place in the regatta. My New England based crew of Ben Spiller and Erin Kilcline displayed their exceptional talents by propelling their first-time Lightning District's skipper to the title. Much like sailing in a collegiate regatta, our consistent score line over the four-race series proved to be the deciding factor. Winning the regatta was a great honor for our team and a boost for our Lightning program this summer.

It was an even greater honor for me to have our names engraved on the long-standing perpetual trophy with my uncle Marcy who won the event in 1962 and 1963 sailing Tasmanian Devil and Holly.

Thanks again to all of the competitors for making the trek to distant Riverton, John Townsend and countless others for all of their hard work over the past year for the event. The next edition of the championship will be hosted by Barnegat Light Yacht Club on Long Beach Island in June 2008.



Place	Sail #	Skipper	Crew	R1	R2	R3	R4	Total
1	15336	Martin, Bobby	Ben Spiller, Erin Kilcline	6	4	1	2	13
2	14589	Taboada, Brian	Meghan Crann, Casey Yetman	10	2	2	5	19
3	15154	Schneider, Mark	Ashley Schneider, Josh McCaully	3	7	9	1	20
4	15122	Carson, Jim	Jimmy Roe, Ryan Stagaard	2	8	4	7	21
5	14719	Bogardus, William	Leah Samit, Kevin Robinson	1	3	6	16	26
6	14450	Francis, George	Doug Zimmerman, Dick Thomas	11	6	8	4	29
7	15055	Hutchison, Hugh	Mark Venables, E. Hutchison/C.Steinriede	5	12	3	12	32
8	14350	Brown, Will	John Faus, Paul Whitesides	4	1	10	22	37
9	14942	Moyer, Dick	Helen Moyer, John Depenbrock	7	10	16	9	42
10	14771	Haiges, John	Jason Timmonds, C. Weber	18	11	12	3	44
11	14325	Reitinger, Eric	Carl & Beth Reitinger	9	5	13	22	49
12	14060	Butine, John	Ken Hutchison, Brian McCabe	12	16	11	11	50
13	14699	Crew, Allan	Diana Crew, Michael McCourt	14	17	15	6	52
14	14214	Nicholson, Bruce	Billy Martin, Anna Miniutti	17	13	7	15	52
15	14833	Menninger, Peter	Jacqueline & Tyler Menninger	16	15	14	10	55
16	14890	Townsend, John	Sara Pramik, Phil Fritz	8	9	17	22	56
17	15079	Schneider, Franz	Susan Lojek, Ash Scache	19	22	5	13	59
18	14489	Clarke, Bill	Dan Gilman, Mike Rutler	13	14	18	14	59
19	14415	Glenn, George	Chappy Hopkin, Alex Buzby	15	22	22	8	67
20	12480	Mangan, John	Bill Bennett, Stephanie Mewes	20	18	19	22	79
21	15XXX	Lutz, Jody	Jason Lutz, Matt Schon	22	22	22	22	88

Michigan District Championship

John McCree, District Champion

The District Regatta at Higgins Lake was pleasant, but we had much trouble with wind, which came from many directions with much drifting between wind shifts. For most, this meant at least one really good race, perhaps one not-so-good race, and some kind of comeback. This made for a few good stories to tell, especially if you didn't take the racing too seriously. There was a nice mix of talent in the teams, with many sailing a district regatta for the first time, and a few returning to the regatta after many years away, and a handful sailing their first regatta ever. Pete Morley took a minute to ask if I thought anyone would protest him for occasionally sailing with 4, since his son really wanted to bring a friend along for the ride—I said I didn't think that would be a problem.

The last mark rounding Saturday was typical, the wind line brought the fleet up to the mark with a few drifting in from the right on a starboard beat in the old wind, with others rolling in from the left with spinnakers up—since the overlap rules are quite different for weather and leeward marks there was more than the usual confusion and hails between competitors. Up until that point we had been leading by some distance, so the rounding felt suddenly too crowded from our perspective, but we negotiated an overlap and escaped without contact or verbal abuse, and held off Morley and kids for a win that probably gave us the regatta.

With the exception of the seemingly unavoidable Klaban protest, the idle time on the island was idyllic. The only gap in the agenda was the traditional volleyball game on Saturday evening due to misplaced net, which left the young guns without enough to do, but probably saved someone from a sprained ankle. We had a thoughtful evening meeting lead by John Heagy, attempted to draft a deed for a perceptual trophy for the district to honor the generous and joyful spirit of our old friend, Bruce Goldsmith. Sadly, there were many among us who had missed their opportunity to sail with one of the masters of the game. I remember the Bruin taking the last race from us by a boat-length to win a big fleet, big breeze District Championship at Higgins Lake in 1990, but that's another story from another time.

Stan Dent did a fine job as RC in very difficult conditions; Rob Rye pulled together a great team to manage the logistics of taking care of all of us on the island, making all feel welcome. I don't have the final results, but there were several new faces receiving hardware, including John Waechter with Carrie and Cindy, Pete Morley and son with John Dent, John Heagy with Linda Norton and Matt, and Grant Hilger with Drew and Jonathan taking the runner-up slot in their first run at the districts.



2007 MICHIGAN DISTRICT LIGHTNING CHAMPIONSHIP—HIGGINS LAKE BOAT CLUB

June 23-24, 2007

Place	Boat #	Skipper's Name	Race 1	Race 2	Race 3	Race 4	Race 5	Points
1	14323	John McCree	4	1	4			9
2	14616	Grant Hilger	6	6	2			14
3	15200	Tom Klaban	2	13	1			16
4	14543	John Heagy	8	5	5			18
5	15208	Jim Allen	1	16	3			20
6	13826	Peter Morley Jr.	5	2	15			22
7	14087	John Waechter	3	8	11			22
8	14774	Tom Vickers	13	4	8			25
9	15225	Chris Jacobson	14	3	9			26
10	14842	Charles Hess	10	14	6			30
11	14964	Mike Welch	7	10	13			30
12	14880	Chris Princing	12	9	10			31
13	14503	George Peet	9	12	12			33
14	14147	John LeFevre	17	11	7			35
15	14022	John Johnson	15	7	16			38
16	14603	Terry Hart	11	17	14			42
17	13385	Katie Layman	18	15	18			51
18	13493	Robert Rye	16	19	17			52



California District Championship

Jeff Coppins

Six races were sailed in two days off Mission Bay for the 2007 California Districts. A morning weather system on Saturday tricked the weather forecasters, producing a Southern wind at 15–20 knots instead of the forecast 6–10 light air from the West. PRO Roger Patterson set a 3/4 mile windward leg down the coast. Race one saw heavy winds with gusts over 20 knots. Several boats spun out of control in the choppy surf on the first rounding. On the second rounding, one boat capsized turtle on the hoist and kept the weather chase boat occupied for thirty minutes. Mike Poltorak sailed a strong series on Saturday in a 13000-series boat, scoring two bullets and one second. Scott Finkboner, sailing the last boat ever built by Carl Eichenlaub, was close behind with two seconds and one bullet. On Sunday we had completely opposite conditions, light and fluky wind at 260 degrees, and RC registered shifts up to 40 degrees. Three different boats scored bullets, as the shifty wind conditions made it difficult to score consistently. Pete Bellin and Pete Colontuono both won races on Sunday. Regatta leaders Scott and Mike scored a fourth and fifth in the fifth race to make the sixth race the deciding race between the three leaders. Scott Finkboner won the last race, resulting in a tie with Mike Poltorak and Scott winning the regatta on a tie breaker. Scott's crew is Jennifer Lyons and Greg Tondreau, both of whom are going to the World's with him.



Skipper	Number	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Scott Finkboner	15330	MBYC	2	2	1	4	4	1	10
Mike Poltorak	14202	MBYC	1	1	2	2	5	4	10
Pete Bellin	15306	MBYC	3	3	4	1	2	3	12
Pete Colontuono	14263	MBYC	5	4	5	5	1	2	17
Brian Anderson	15238	MBYC	4	6	3	6	3	5	21
Dan Gravatt	15280	MBYC	6	5	9	3	7	6	27
Dale Bull	15302	MBYC	7	7	6	7	6	7	33
Kirk Johnson	14095	MBYC	9	9	9	9	9	9	45

Connecticut/Rhode Island District Championship

CEDAR POINT YACHT CLUB June 23-24, 2007

Name	Position	Race 1	Race 2	Race 3	Race 4	Race 5	Total
Dave Peck	1 C/RI	3	1	1	2	3	10
Ched Proctor	2 C/RI	1	3	2	8	1	15
Jim Crane	3 C/RI	2	2	7	1	7	19
Gianni Cuccio	4 C/RI	5	5	4	4	4	22
Josh Goldman	5 C/RI	8	7	3	5	2	25
George Peter	6 N/E	4	4	9	3	10	30
Chris Vann	7 C/RI	6	8	5	6	5	30
Tim Millhiser	8 C/RI	7	10	6	7	8	38
Dan Egan	9 N/E	9	6	8	10	9	42
Eric Heller	10 C/RI	11	9	10	9	6	45
Rod Ratcliffe	11 C/RI	10	11	12\OCS	11	11	57
Bill Healy	12 C/RI	DNC	DNC	DNC	DNC	DNC	65

Indiana District Championship

WAWASEE YACHT CLUB June 23-24, 2007

Place	Name	R 1	R 2	R 3	R 4	R 5	Total
1	Craig Cobbum, Jim Wellington & Mark Kilby	1	1	3	2	1	8
2	Wagnon, Michael Richey & Kevin Keller	3	6	4	1	2	16
3	George Buckingham, Fred & Brooke Buckingham	4	3	2	3	5	17
4	Jeff Schmahl, Michael Schmahl & Andrew Schmahl	2	4	1	6	6	19
5	Bill Allen, Peggy Lehman & John Selby	5	2	6	4	4	21
6	Steve Miller & Patrick Reiss	6	5	5	5	3	24
7	Pete McGinity & Ken McGinity Tyler McGinity	7	7	8	8	7	37
8	Mike Franceschini, Frank Wilder, Mike Connolly	8	8	7	7	8	38
9	Alan Fox	9	9	9	9	9	45





Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

Lightning #32

Robert Astrove



Several months ago I got involved in an email exchange between Craig Thayer (ILCA Vice President, Classic Boats) and an old friend of his from twenty-five years earlier in North Carolina, Corky Gray from High Rock Lake. Corky built his first Lightning in 1968 as a high school student with his father and for years has worked as a professional boat builder and restorer. He is currently looking to find and perform an “as original” restoration of an old Skaneateles boat, the older the better. (At risk of jumping to the end too fast, Corky is still looking. If you know of an available hull, let him know at: seapost263@yahoo.com)

Much to their surprise, I already knew Corky. He had been a counselor at the sailing camp I had attended as a teenager 35+ years ago, Camp Sea Gull. For those of you not familiar, Camp Sea Gull has a fleet of ten Lightnings on the Neuse River in North Carolina. This youth summer camp and its long tradition with over fifty years of lightnings will be the subject of a future “Classic Lightning” article Jon Guth (Annapolis) is working on, <http://seagull-seafarer.org/>.

Another good friend of mine and local competitor David Thompson (Potomac River) has hull number 32 in his garage. The project is moving slowly, and at this point is unlikely to be ready for the 70th Anniversary event next summer. David offered to loan the boat to me for a while to get moving on the restoration and see if I can get it done in time. That too appears impossible, given my current commitments.

Next I get an email from Corky that he would be in Washington DC with his family in late June through July 4. Obviously the stars were lining up, the one mortal man who could get it done on time and make it look like the show piece this boat deserves to be, and what may be the oldest lightning with the potential to hit the water at the 70th.

I couldn't resist trying to broker this deal. I contacted David to arrange for Corky to see the boat. David, of course, was very happy to wheel the boat out of the garage for a show. But somewhat to my surprise, David is NOT willing to let the boat leave our local fleet at this time. Apparently that was a commitment he made when he acquired the boat.



Corky inspecting while owner David watches



So last Saturday I picked up Corky at a subway station, and we rode out to Reston, Virginia, to see the boat. Now that I've seen it first hand, it is clear that the boat will receive a first class restoration; it is just going to take longer. Maybe the 75th anniversary event? David has done a phenomenal job of stripping nine layers of paint off the interior. And while I previously told him it was not possible, I'll eat a little crow and say I think 32 may very well end up with a beautiful clear varnished interior.

The biggest thrill came as Corky began to look over the boat. An eye opening experience for David and me—these old boats actually talk to Corky, as he could read from the nails, boards, and plugged holes how the boat was constructed, where it had been damaged, and how it had been cared for over the years. It was phenomenal to watch someone read entire stories into fastener patterns and old fittings. Sometime in the next few months Corky promises to be writing up a piece for our Classic boat section describing this process of inspection in much greater detail.

But for me an old racer turned classic boat lover, the most interesting part of our review of the boat was the revelation that the original Skaneateles boats were not built as high quality yachts. Seventy years later we may revere these boats as something magical, but quite to the contrary, everything about them was laid out for rapid production and low cost. The bottom and sides were possibly constructed in just one day, with pieces precut for scaled production on a solid mold. And the boats design life may have

been just ten to twenty years. We hypothesized that the construction was likely faster than today's glass boats, and a shorter expected life too.

For example, there is no inner keel on these boats, and the chine log is not beveled to support good drainage. These and other shortcuts reduced the number of passes through the saw, saving time and money.

The fact that so many of these boats have enjoyed a much longer life is a tribute to the craftsman, the quality of materials, and mostly the commitment of those who owned these boats.

After two hours of close inspection, the prognosis of hull #32 is excellent. The hull is "square" and the wood in very good condition. All the original trim is in the garage, and the mast can be re-glued and brought back to shape along with the rigging.

After a long review of the boat, the conclusion is that this boat will ultimately be restored, and it will sail again. It needs to have a new centerboard trunk built (this will be the boats third trunk), and the bottom needs quite a bit of work. But David, and his crew and neighbor Joe Kimak have done an outstanding job so far. We are all rooting for him to stick with the project (and I'm volunteering to help where I can).

Stay tuned. In future months Corky will write up a survey process for old boats, Jon Guth will tell us all about Camp Sea Gull and its Lightning tradition, and David will keep us informed on the next life of Lightning 32.



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Midwest District Championship

SHEBOYGAN YACHT CLUB **June 23, 2007**

Place	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Total
1	13817	Brian Phelan	2	2	3	1	8
2	14938	David Styx	4	7	1	3	15
3	15301	Denise Cornell	5	4	7	2	18
4	15261	Todd Wake	1	3	2	14\OCS	20
5	15119	Ric Larson	3	1	14\OCS	4	22
6	15158	Peter Orlebeke	7	5	6	7	25
7	14994	Dan Reichelsdorfer	8	8	4	6	26
8	15064	Richard Walsh	6	6	14\OCS	5	31
9	15137	Steve Adamski	10	9	5	11	35
10	15189	Paul Reak	9	10	8	10	37
11	11589	Brad Gruneberg	11	12	9	8	40
12	14921	Bruce VanDomlen	12	11	10	9	42
13	15260	Bill Faude	14\DNS	14\DNS	14\DNS	14\DNS	56





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Texas District Championship

Scott Anderson Wins

Clarke Newman

The 2007 Texas District Championships were held June 16 and 17, 2007, on White Rock Lake in Dallas. The weather was, how shall I say it, less than cooperative. We had a stalled low pressure right over us that sent wave after wave of thunderstorms across the lake. These storms, and the accompanying lightning, scared some of our probable entries into staying home.

On Friday, we thought we would have ten boats, which for a District with one fleet of fifteen boats seemed great. At the skipper's meeting, we had six crews ready to brave the elements.

The winds all weekend were light and out of the East. On White Rock, which is a small inner-city lake, an east wind means very shifty stuff, as the wind comes over the low bluffs on the Eastern shore.

Despite the heavy rain and the delays, we were able to get all five races in. The regatta was basically a battle between seven-time District Champion, Scott Anderson, and defending Champion, Clarke Newman. In the first race, which was started in the driving rain, Anderson and Newman traded the lead three times, with Scott and his crew of Batton Kenon and Amy Williams prevailing by a boat length.

The second race aged everyone. Each competitor was certain that God was out to get him or her, as every time anyone tacked on a header, they found themselves dead downwind from the mark. Scott finished first, to take a commanding lead, with Ralph Bilnoski taking second.

The whole regatta was a battle for the left, while picking the best time to dig back in against the port favored eastern shore. In the third and fourth race, Newman and his crew of Deanna Newman and Gavin Rudolph put the pedal down with two firsts to set up a showdown for the title.

Anderson had a one point lead going into the last race, but it came down to who beat whom. Newman took the start and rounded the windward mark first, with Anderson half a boat length behind. Anderson caught a puff and sailed up on Newman's air to pass for the lead.

Both boats battled to dead even down the last quarter of the final run. Rounding the leeward mark, Anderson tacked ahead of Newman, who had to dip below Anderson's stern.

Tacking back and forth to the finish, Anderson tacked less than a boat length in front of Newman for the win. A great time was had by all. The Neiman Marcus Cup was awarded for the fiftieth time, and for the eighth time to Scott Anderson. Congratulations!



Place	Sail #	Skipper	Race 1	Race 2	Race 3	1 st Day Ttl	Race 4	Race 5	Total
1	14817	Scott Anderson	1	1	2	4	2	1	7
2	13806	Clarke Newman	2	3	1	6	1	2	9
3	11118	Ralph Bilnoski	3	2	4	9	3	3	15
4	14045	John Womble	4	4	3	11	4	4	19
5	12132	Bill Biermann	5	5	5	15	6	6	27
6	10275	Beth Richard	6	6	6	18	5	5	28

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Dixie District Championship

SUSQUEHANNA YACHT CLUB—FLEET 253

June 9-10, 2007

Pos	Sail #	Club	Skipper/Crew	Race 1	Race 2	Race 3	Race 4	Total
1	15232	329	Allen Terhune/Katie Terhune/Dave Perkowski	4	3	1	1	9.00
2	15202	329	Neil Fowler/Todd Johnson/Katie Offerman	1	5	3	3	12.00
3	15151	329	Geoff Becker/Dan Rabin/Bill Ward	2	8	4	2	16.00
4	15016	329	Jamie Brickell/Susie Brickel/Johnathan Lange	8	2	2	5	17.00
5	15024	192	Jason Werner/Heather Dodd/Brian DeBrincat	5	7	7	4	23.00
6	14548	329	John Guth/Peter Rich/Jen Miller	6	1	11	6	24.00
7	15240	329	Steve Constants/Mike Constants/Dave Constants	3	6	8	8	25.00
8	15142	50	Nabeel Alsalam/Russell Roberts/Lisbet Kugler	7	10	12	7	36.00
9	15181	329	Joann Fisher/Greg Fisher/Ed Michaels	12	4	5	21	42.00
10	14902	253	Carol Park/Rhea Consentino/Sharon Sliker	14	12	9	9	44.00
11	14566	50	Frank Gallagher/Brian Kuzon/Andrew McKechnie	11	13	6	15	45.00
12	15084	509	Joe Buczkowski/Caitlin Crann/Carole Fischer	10	16	14	12	52.00
13	14049	508	Diana Lohmeyer/Edwin Lohmeyer/Kin Yellot	9	17	21	10	57.00
14	14588	329	Greg Virgin/Jill Williamson/Christine Virgin	20	19	10	11	60.00
15	15159	253	Frank Hanson/Taylor Hanson/Danielle Prior	13	11	17	23	64.00
16	14074	253	Rick Doherty/Trevor Prior/Jim Smekal	16	9	24	16	65.00
17	15118	253	Star Mikell/Gene Shue/Kathie Wild	17	18	19	14	68.00
18	14485	FBYC	Ron Buchanan/Jeff Wilman/Bucky Buchanan	15	24	16	20	75.00
19	14969	50	Chandler Owen/Ross Gentile/Will Phillipe	23	20	18	17	78.00
20	15195	PRSA	Pat Mcgee/Paul Maher/Collin Kirby	25	23	13	18	79.00
21	15131	192	Patrick Phelan/Marle Sandford/Rich Morris	33/DNF	22	15	13	83.00
22	14629	192	Tom Compton/Matt Jay/Adam Dolezal	22	14	25	25	86.00
23	14627	50	John Pemberton/Charlie Noble/Laura Lake	24	15	20	27	86.00
24	14927	253	Michael Wertz/Grey Hoffer/Kevin Smith	18	25	22	22	87.00
25	14525	253	John Bates/Nancy Smekal/Eric Rodenburg	19	27	26	19	91.00
26	14692	253	Matt Potvin/Anita Snader/Lorianne Shuman	26	21	27	24	98.00
27	14139	329	Bob Harmon/Bruce Heidon/Gretchen Esbenson	27	28	23	26	104.00
28	7603	50	Bob Astrove/Bill Astrove/T Graham Fischer	21	26	33/DNC	33/DNC	113.00
29	14521	50	Joe Anderson/Leesa Anderson/Steve Weisberger	30	29	28	29	116.00
30	15228	50	Dave Thompson/Thompson/Calvin	33/CNF ⁽¹⁾	32	29	28	122.00
31	14100	50	Red Fehrle/Doug Kirby/Sue Humphrey	28	30	33/DNC	33/DNC	124.00
32	9897 / 14134	253	Steve Tiley/Michael Guion/Stephen Nudel	29	31	33/DNC	33/DNC	126.00

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Ohio District Championship

PYMATUNING YACHT CLUB June 30 - July 1

Place	Skipper/Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Ryan Ruhlman, Nick Turney, Matt Schon	1	1	2	1	1	6
2	James Taylor, Nate Ireland, Bridget Ireland	4	2	4	3	2	15
3	David Werley, Jonette Werley, Greg Maras	2	3	1	5	6	17
4	Dave Vieregge, Tina Vieregge, George Auer	3	4	5	2	3	17
5	Karl Felger, Rick Banning, Megan Keyser	12	8	3	4	4	31
6	Garry Condon, Linda Condon, Dennis McLaughlin	6	5	8	7	5	31
7	Eric Brandt, Becky Young, Josh Lehmon	7	6	7	6	7	33
8	Justin Proctor, Laura Stunpff, Susan Fink, Mary Maras	5	7	6	8	9	35
9	John Woodall, Sarah Woodall, John Dunne	10	9	9	9	11	48
10	Jim Stone, Marty Calabrese, Zach Austin	11	10	10	11	8	50
11	Bob Baumgardner, Grant Signor, Cody Signor, Nate Signor	8	11	11	12	10	52
12	Andrew Sees, Doug Blackburn, Lizbeth Blackburn	13	12	DNS	10	12	61
13	Jonathan Dean, Ruth Dean, David Wye	9	13	DNS	DNS	DNS	64



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Finnish District Championship

**June 14-16
Sailed in Kotka on the Gulf of Finland**

Pos	Pts	Boat #	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8
1	17	15281	Kimmo Aromaa	Mika Aromaa, Juha Aromaa	4	7	1	2	2	2	4	2
2	19	14638	Matti Leppänen	Kalle Ahola, Mari Leppänen	3	2	8	4	1	1	7	1
3	19	14018	Niko Lappalainen	Kari Kanerva, Pasi Hannila	1	1	6	3	3	4	1	6
4	40	14364	Samppa J Salminen	Tero Kotimäki, Heikki Nurmi	2	3	4	BFD/17	4	11	3	13
5	51	14269	Markku Paloma	Heidi Paloma, Ari Raappana	12	4	7	7	8	8	13	5
6	53	12908	Timo Järvinen	Vesa Karhusaari, Antti Kanninen	8	9	9	9	7	3	8	10
7	57	12258	Henry Elfving	Esa Pukki, Ralf Sundberg	14	8	12	6	5	6	9	11
8	58	14761	Lauri Hemming	Kirsi Hölttä, Anna Tapanila	13	10	3	DSQ/17	14	5	6	7
9	59	15331	Sakari Pesola	Lasse Lammi, Laura Suolahti	10	5	RDG/10	10	9	7	12	8
10	63	14406	Pertti Pyy	Majja Karhusaari, Walteri Karhusaari	DNC/17	DNC/17	11	1	6	9	15	4
11	69	15002	Timo Kettunen	Tommi Kettunen, Petri Mäkinen	6	11	14	13	11	14	11	3
12	69	6838	Esko Lehtinen	Pekka Lehtinen, Olli Lehtinen	11	DNF/17	5	5	12	13	14	9
13	70	14352	Thomas Weckström	Jukka Pötry, Riitta Kangas	5	DNF/17	15	8	13	12	2	15
14	72	14534	Esko Aalto	Sari Aalto, Pasi Kivimäki	9	BFD/17	2	12	DSQ/17	10	10	12
15	73	14559	Timo Lipas	Anna Henderson, Janne Ahola	7	6	10	11	DNF/17	OCS/17	5	OCS/17
16	100	12996	Vili-Pekko Pukari	Heikki Tulomäki, Johannes Geiss	15	DNF/17	16	14	10	15	16	14

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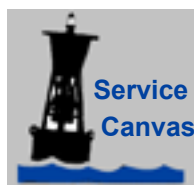
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Mississippi Valley District Championship

CARLYLE SAILING ASSOCIATION—Fleet 266 **June 8–10, 2007**

Place	Sail#	Skipper/Crew	Crew	Race 1	Race 2	Race 3	Total
1	14834	Matt Burrige	Ian Schillebeeckx, Caleb Leonard	1	4	2	7
2	14636	Dan Moriarty	Tobi Moriarty, Alina Moriarty	2	1	4	7
3	14614	Scott Zerban	Bart Snyder, Carson Menges	3	5	1	9
4	14766	Terry Bruke	Edd Burke, Brian Burke	4	2	5	11
5	15308	Bill Killebrew	Mike Osborne, Denis Colby	5	8	3	16
6	14009	Paul Hanson	Mike Osborne, Denis Colby	8	3	9	20
7	14260	John Folwell	Bob Lacker, Jessica Snyder	6	7	7	20
8	14488	William Baxter	Mike Arndt, George Nagy	7	6	8	21
9	14798	Nicholas Beckmann	Ian Moriarty, Sam Bibb	9	9	6	24
10	14065	Carl Penetta	Pablo Sharkovich, Paula Sharkovich	10	10	10	30
11	14116	Cully Ward	Barbara Ward, Beth Ward	DNC	DNC	DNC	39
12	14706	Bill Hofmeister	Chip Clifton, Ted Chapin	DNC	DNC	DNC	39

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70th Anniversary Regatta

**July 4–6
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WEEKEND–2008!**

Watch the Flashes and the Website for Future information

New England District Championship

Malletts Bay Boat Club—Colchester, Vermont July 15, 2007

Rank	Sail#	Helm	Crew	R1	R2	R3	R4	R5	Total	Nett
1	14972	Patrick Zachary	Kika Bronger, Joan Shannon	8	3	2	3	6	22	22
2	14958	Bill Fastiggi	Suzy Coburn, Kolby Kruger	12	9	1	1	3	26	26
3	14050	Bretton Gardner	James Unsworth, Brad Harris	10	1	5	10	5	31	31
4	14640	Don Brush	LeeAnn Smith, Erika Beck	9	2	4	5	15	35	35
5	14446	Kurt Kling	Hannah Nickerson, Stuart Nickerson	11	12	9	7	1	40	40
6	14688	Georges Peter	C.H. Ritt, Allison Peter	15	4	6	8	7	40	40
7	14345	Brian Gibbs	Mike Boardman, Beth Holland	1	10	18	9	4	42	42
8	14520	Todd Cox	R. Vilamil, Jeff Schwartz	2	13	19	2	10	46	46
9	14905	Dave Gorman	Chantel Leger, Brad Anderson	13	6	14	6	12	51	51
10	15082	Michael Holly	Valerie Tardif-Holly, Jay Deakin	24	23	3	4	2	56	56
11	15060	Heather Ambrose	Tim Ambrose, Hannah Burroughs	20	15	7	12	8	62	62
12	14584	Peter Hazelett	Derrik Deming, Tanya Miller	3	7	24 DSQ	18	13	65	65
13	10440	Al Baker	Roxanne Royce, John Beal	4	18	16	21	11	70	70
14	14881	Dan Egan	Jay Deselman, Robert Forenza	6	8	24 OCS	16	16	70	70
15	14237	Mark Gardner	Lynn Gardner, Marilyn Johnson	5	21	12	17	17	72	72
16	14056	Sean Carroll	Jamie Carroll, William Moran	16	17	8	13	23 DNS	77	77
17	14480	Dick Fasgtiggi	Suzanne Hebel, Marcy Milton	14	11	15	19	19	78	78
18	14119	Chad Miller	AJ, Dan Kagen	17	25	10	14	14	80	80
19	14644	Kip Lambert	Ann Brush, Lin Kling	19	16	17	11	18	81	81
20	14481	Scott McBurney	Ted Gorman, Kathy Manning	25 OCS	20	13	15	9	82	82
21	14667	Bob Shapiro	Mike Baker, Jim Lerner	22	5	20	20	20	87	87
22	14621	Bob Bush	Sterling Bush, John Depenbrock	7	24	10	24	26 DNC	91	91
23	14514	Arnie Tran	Kay Tran, Mike Dewane	18	19	24 DSQ	22	21	104	104
24	14876	Janice Lange	Tori Pesek, Carol Hignite	21	14	21	26 DNC	26 DNC	108	108
25	11885	Aaron Frank	Sergei Serdycek, Marc Palmer	23	22	24 DNS	23	22	114	114



Metropolitan District Championship

Magnus Pedersen Regatta, combined with the Nyack, New York—June 2 & 3, 2007

Place	Skipper	District	Hull	First	Second	Third	Fourth	Fifth	Sixth	Total
1	Jon Schwartz	1	14786	1	3	2	2	[22]	1	9
2	Will Brown		14350	4	4	[11]	1	3	7	19
3	John Townsend		14890	[10]	1	6	10	1	3	21
4	Bobby Martin		14930	2	6	[7]	7	2	4	21
5	George Harrington	2	14706	7	2	3	4	[13]	5	21
6	Gary Hurban	3	14073	3	[13]	6	3	8	2	22
7	Bob Sengstacken	4	14888	8	[16]	1	6	10	6	31
8	Ted Duffy	5	14175	9	[11]	4	5	6	10	34
9	Joan Hurban	6	15093	[12]	7	5	8	9	8	37
10	Ryan Sprole	7	15296	6	12	9	9	5	[19]	41
11	Hugh Hutchison		15055	5	[18]	12	12	11	9	49
12	Dick Moyer		14942	[17]	9	8	11	7	14	49
13	Shea Thorvaldsen	8	14363	14	8	[22]	22	4	15	63
14	Guy Tawney		15234	[18]	10	13	14	15	18	70
15	Allan Crew		14699	13	14	17	[22]	14	12	70
16	Eric Beck	9	14277	15	[17]	14	13	16	13	71
17	Sandy Huntsman	10	15203	11	5	[22]	22	12	22	72
18	Eric Kent	11	14492	19	20	15	15	[22]	11	80
19	Ron McCormack	12	14482	16	19	18	[22]	17	17	87
20	Bill Cook	13	14140	20	15	16	[22]	22	16	89
21	George Penny	14	13625	21	21	19	[22]	22	20	103

This weekend we hosted the Magnus Pedersen Regatta in combination with the Metropolitan District Championships. There were six races in variable winds (0 to 16 mph, with lots of under 5), a very demanding weekend. Gary is writing it up, as top Nyack skipper (congratulations!). We thank Joan Hurban for the tremendous effort and excellent job organizing and running the regatta: Thanks, Joan! And thanks to everyone for pitching in and fulfilling your work assignment.

Bob Sengstacken

2007 Tawas Bay Lightning Regatta

Sponsored by J/22 Fleet 44 and Mannington

Place	Skipper	Boat #	R 1	R 2	R 3	R 4	Total
1	Klaban	15200	2	2	4	5	13
2	Norton	114774	1	7	3	4	15
3	Allen	15208	5	3	3	6	17
4	Davis	14779	4	9	5	3	21
5	Hilger	14616	7	5	8	2	22
6	Struble	15021	8	4	6	7	25
7	McCree	14323	3	1	12	11	27
8	Princing	14937	6	6	7	8	27
9	Dieball	14880	dns	dns	1	1	34
10	Jacobson	15225	11	8	9	9	37
11	Vickers	14774	10	13	10	12	45
12	Hart	14603	9	10	14	13	46
13	LeFevre	14147	13	11	11	14	49
14	Waechter	14087	12	12	13	15	52
15	Johnson	14022	14	14	15	10	53

Dave Fitch Memorial Regatta—Lake Spofford

Bob Bush

Another typical weekend at Spofford—perfect. Nine races as quick as you please, and the racing came down to the last race.

This year we added two more course configurations to the windward leeward that we normally run. One is a course that looks like a four that has a starboard, only one, rounding in it—more on that later. We also tried a windward gate, leeward gate course.

Spofford is a small lake, only about 700 acres or about 1.5 x .75 miles. We have a ridge of hills to our west, and the prevailing wind is from the west, so the wind funnels around the hills to the NW and shifts quite erratically and substantially, through 70 degrees. This weekend a weather front went through on Friday, leaving us with near perfect conditions—just a bit too cool on Saturday to swim—for the weekend.

The harbor gun Saturday was at 12:30, right after lunch, and the first race was started at 12:55. This was the start of five windward, leeward, one-lap races. They took an average of fifteen minutes. Ben Wallace, with Karen and Tris Wallace, along with the co-skippers of Nick Aswad and Chad Miller, with crew Tanya Miller, were putting on a clinic.

With five races completed by 2:45 (five races in less than three hours), it was time for a change and what became the great equalizer. We threw in the four-shaped course—a windward leg, a reach, a tight reach back to the starting mark, which is rounded to starboard, and then a run to a single mark and then again.

The wind by now was at max for the day, ranging from 5–20 mph, with the same shifts. The puffs are obvious on the water, and the direction is pretty easy to see as well. For the first time we had a real reach, with some big puffs and some shifts—something the Class does not get too much anymore. Both Ben and Chad/Nick decided that their boom ends needed cleaning, and they put them in the water a few times during the reach. I think Ben asked for a rag to help with the cleaning, so Tris and Karen managed to split the spinnaker—easily viewable from the RC boat about .5 miles away. Nick/Chad/Tanya took their spinnaker down and then reset at the starting (3rd) mark. Clearly having seen something bad on the end of their boom when they washed it previously, they must have thought something was on the end of the board, so all three decided to check it while it was out of the water. Actually quite a good save, but it let the Wallaces by. And now the equalizing, when both boats rounded the leeward mark to starboard, along with two other boats. The ever-alert RC snickered as they hurriedly checked the SIs, “we would never have done that.” The fun was not complete. Chad, Nick and Tanya, then decided to see if the spinnaker would fly by itself right out at the knot on the two sheets—and the halyard. Another good save—all for naught (knot?) As the Wallace sailed by the RC, they knew things were amiss. It took the sting out. The previous events did make a race winner of Paul Henkel. At the end of Day 1, the Wallaces were 2,3,1,1,1, TLP (time limit penalty for not finishing



Tris Wallace and Nick Aswad bowling

within fifteen minutes of the first boat). Chad/Nick/Tanya were second with 1,1,2,2,2, TLP.

Tether ball for some, then dinner and a trip to the ice cream shoppe and bowling alley, where no pictures were allowed of our fine form.

Day 2 and we were on the water for three more races. As Fred Turner likes to do, we started the sequence with two knots blowing at the RC. Fred empathized and postponed, and not five seconds go by before the water cannons emerge from their winter slumbers. Ten minutes later the wind is up to ten, and away we go. Ben took the first race. Second race was W-L two laps. Ben had a big lead, 100+ yards, but got hung out on the right side low on the course. Nick made big gains and looked like they were leading—ever so briefly. Ben got back left and the lefty and breeze carried them home.

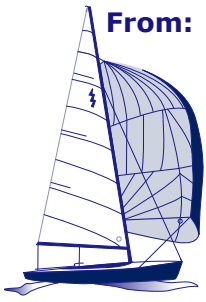
For the last race and we threw in the Windward gate—leeward gate two times around. Now the offset mark at the top of the course was one of the two windward marks. The boats had to go through the gate to windward and then round either mark and come back downwind. The idea was to allow the boat behind space to pass. The leading boat could cover both marks. In theory. It was hard to get the gate right—just like the leeward gate.

The Juniors sailed a good race for the win. Ben just rounded every mark the Juniors did to make sure they sailed the same course.

The bottom line on the new courses—I am not so sure they are better or equal. I do like some of the ideas, but sailing W-L with an offset and a gate is hard to beat.

We were back on shore by 12:30 with nine total races completed. Thanks to all that sailed. Arnie and Kay Tran were at their first away regatta with Jon Aswad. Bob and Margo introduced everyone to their new light air crew, Marisol—all of five months old.

Pl	Boat	Skipper	Crew	1	2	3	4	5	6	7	8	9	Sub-Total	Total w Drop
1	14621	Ben Wallace	Karen Wallace, Tris Wallace	2	3	1	1	1	TLP (6)	1	1	2	18	12
2	14119	Chad Miller/ Nick Aswad	Tanya Miller	1	1	2	2	2	TLP (6)	2	2	1	19	13
3	14072	Paul Henkel	Joe Calabro, Jacob Rooney	3	5	3	7	7	1	4	5	3	38	31
4	14667	Bob Shapiro	Sterling Bush, Mike Baker/Katie Schofield	5	2	7	4	4	TLP (6)	3	4	5	40	33
5	14514	Arnie Tran	Kay Tran, Jon Aswad	6	4	5	5	3	2	5	6	4	40	34
6	14360	Pat MacQueen	Amy MacQueen, Ralph Dileone	4	6	4	6	6	TLP (6)	6	5	6	49	43
7	14384	Patrick Gallagher	Patrick Gallagher, Elliot Rowsey	7	8	8	3	5	3	DNS (9)	DNS (9)	DNS (9)	61	52
8	13835	Tom Fitch	Deb Fitch, Denny Frehsee	8	7	6	DNF (9)	DNS (9)	DNS (9)	DNS (9)	DNS (9)	DNS (9)	75	66



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15309 Nickels. All white, BRAND NEW boat sailed three days and stored indoors while not used. Full covers. 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. asking \$21,450 Boat located in Atlanta Georgia. Contact David Van Cleef: david@layline.com or 770-238-9813

15069 \$13,800 Nickels. All White. Many sets of. All carbon blocks. All new line package this past fall including spliced zero stretch spin sheets. Max width CB. . Boat is stored in Michigan. Contact Ward Detwiler: Ward.Detwiler@gmail.com or 248-770-7404

14975 Allen. 2007 WORLDS RUNNER UP. white hull, gray deck, black rub rail. Bottom faired by Dieball Boat Works. Bottom is perfect. Allen Trailer with wide bunks, Large easy to view compass, new running rigging. Allen Mast and Boom. 2 sets of North M5, 5A+ and R2, one nearly new \$16250 Contact Allan Terhune 732 644 1051 or allan@od.northsails.com

14855 Allen. Built 1999, white with gray deck, \$14,000. Includes galvanized trailer. Contact: Dick Hallagan, 116 Grant Street, Newark, NY or 315-331-5664. Boat could be delivered to the California Circuit or Denver, CO.

14787 Nickels. White hull, grey deck, adjustable jib cars, gal. trailer, spring/summer and winter covers with mast cover, SS centerboard, excellent condition. Ready for racing now. Located on LBI, NJ. Sails not included. \$9,900.00. Contact Andrew Demming at andrew.demming@gmail.com

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) reyn685@yahoo.com

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, B/N North (Proctor) MJS, B/N Bryant mast. Full deck cover, race ready. \$12,250 Jim McIntosh, Williamson, N.Y. 315-589-8138

14711 Allen. Very good condition. Stainless steel board. Full race equipped, with trailer. \$9,500. John Andrews (PA) 814-333-4438 or 814-332-0738

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 week-end 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

14418 Allen. White hull, white deck. Galv. Trailer w/spare. Shore sails. New Spinnaker (AP) only 1 race on it. Main and jib in good shape. Fully race equipped. Plastimo compass. Transom bailers. Traile-ring cover, mooring cover, rudder bag. . Boat in very good shape overall. \$8000.00 Mike Aversa (NH) 207-451-8245 or 603-556-1620

14233 Nickels (1988). Two complete suits of sails (2 Jibs, 2 Mains, 2 Spinnakers), three boat covers, stainless center board, upgraded traveler rigging, galvanized Nickels trailer, trailer dolly, paddles, life jackets. (\$7000.00) Gerald L. Wnorowski Saint Charles, MO 636-723-4182 glwnorow@mail.win.org

14208 Allen. Blue and white jel coat colors, glossy and shiny. . Boat always covered or stored inside. New Fabricraft cover 2005. Complete sails kept inside house in factory bags very good condition.

Varnished mahogany rudder with steamed custom wood crutch tiller and extendable handle. Stainless Steel Centerboard RC Matthews 843-795-9536 e-mail: RCMJAM2001@aol.com Pictures available

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

14202 McLaughlin Hull. Excellent condition with unique "Stars & Stripes" paint scheme. Great for club racing or for day sailing. Includes heavy duty Tennessee trailer, several covers, a set of sails (m, j, s) and rudder (custom rudder bag included). Dry stored and well maintained: \$5750 obo. Contact Greg, 410-212-6514, glembo@sbcglobal.net or greg.lembo@navy.mil

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10444 Lippincott, 1967. Fiberglass hull, stainless centerboard, oval mast, wood trim, seats, floorboards and rudder. 1 good set of sails, 2 spinnakers and trailer. Have most rigging hardware for inboard jib sheeting and traveler, bridle on main. Cockpit cover. Good club racer. \$1,750.00. Chris Schneider, 419-884-3598, dakota189@aol.com Located in central Ohio.

13605 Allen, sails, Allen trailer, day cover, "go fast" equipped. \$2650 Henry Kutschke,PA,814-757-8056, katykutschke@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 (MI) I also have many other pre-owned Lightnings. Call to see what's in my barn.

11666 Lippincott. With green top sides & white deck. Completely reconditioned & race ready with Nickels trailer and extra sails. Available for inspection in Beach Haven, NJ 08008. Contact Franz Schneider. Telephone 856-722-5337; Fax 856-722-1366; 118 Chestnut Street, Moorestown, NJ 08057; franz@fsmfgnet.com

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

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) cbcassel@msn.com

9614 Siddons & Sindle. Light blue fiberglass hull. Seats, centerboard cover and coamings are all teak. New spars and all rigging by Bryant Performance Spars in 2004. \$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

9464 European-built, once a competitive boat, needs some restoration. Wooden mast and boom and two suits of sails, all in good shape. Steel centerboard, needs new drum. \$2,000 with trailer/\$1,000 without. Proceeds from the sale will help to complete a new community boat-building shop. Contact Stephen Longmire (for the East End Classic Boat Society): 631/725-2288; slongmire@gmail.com

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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. \$2500.00 Ron Bouchard 802-238-7529 Shelburne, Vermont (VT) 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

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