

International

Lightning ***Flashes***

May, 2011, Volume 71, No. 3



Watts Team Wins the 50th Annual Long John Regatta

**Texas District Championship
Rolling Your Boat Over
Depowering for Speed**

International Lightning Class Association

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Team Watts leading Team Huntsman at the 50th Annual Long John Regatta

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North Cape Yacht Club
11850 Toledo Beach Road
La Salle MI 48145



Dear Lightning Sailors:

North Cape Yacht Club is proud to host the 2011 Lightning North Americans! NCYC has thoroughly enjoyed hosting past Lightning events, including Great Lakes, Districts, as well as several North American Championships. We look forward to a great week of competition.

This year North Cape Yacht Club (NCYC) has an ambitious schedule hosting three major one design events: the Lightning North Americans, the Snipe Nationals, the J/35 Nationals, as well as several junior sailing events. Despite the busy schedule, we look forward to providing the participants in this year's North Americans with some "Serious Sailing, Serious Fun".

The PRO is Dave Schaffer whose talents are sought after at major national and international events. The club is privileged to have Dave Schaffer and his Race Committee available for major events sailed at NCYC.

NCYC is a racing sailors' club whose membership enjoys a clubhouse with a fantastic view of Lake Erie, a reasonably priced bar, good shower facilities, an area for camping, and convenient access to Lake Erie. The one-design area has two hoists, and the club has plenty of beach and lawn space to enjoy your time with sailing friends. Private housing is not convenient, as most members live at least thirty minutes from the Club, but there are quite a few very nice motels within minutes.

Toledo, Ohio, and Detroit, Michigan, are close enough for family members to enjoy an afternoon or evening at the zoo, attend a Detroit Tigers' or Toledo Mudhens' baseball game, or even possibly go to a concert. There will be meals and entertainment every night at the Club, as well as the ubiquitous, complimentary beer keg after racing.

The average temperature the last week in July is about 75–80 degrees. The winds are usually from the southwest at 5–10 miles per hour. Light air days are complimented by an afternoon sea breeze.

If there is anything NCYC can do to help you plan your vacation, please contact Laurie Dieball (northcapechampionships@gmail.com). Information about the regatta and registration forms will be posted on the Lightning and NCYC web sites very soon. We look forward to this year's North American Championships being the biggest and best. Plan on having a fabulous time and enjoy fresh water sailing at its finest.

Laurie Dieball, Regatta Chairman

Duane Bourgeois, NCYC Commodore

President's Column

Rob Ruhlman



Wow, yet another chilly, rainy, dreary Sunday here at Pymatuning Yacht Club. It's been two weeks since we were forced to cancel The Spring Classic, and we have yet to receive sufficient relief to allow our hoists to be usable and to get our docks installed and support fleet launched. Certainly, there are folks in other sections of the country with far more severe problems, and our thoughts go out to them along with a fervent wish—enough already!

I wrote last month's column on my way out the door to Monmouth Boat Club for the 50th Long John Regatta. The event far exceeded my expectations, and as I mentioned at the awards gathering on Sunday, I'm a bit disappointed with myself for not having taken the opportunity to attend that regatta in the past thirty-five years or so that I've been regatta hopping. I do not intend to make the mistake of missing the Long John again! For those who

have never been there, it is river sailing at its finest, by which I mean that when the wind blows across the river, as it did on Saturday, conditions and decision making can be quite challenging and, indeed, entertaining—it's never over 'til it's over.

Sunday, with the breeze blowing the length of the river, we got in two beautiful races and, of course, with forty-four boats in attendance and a host of volunteers staging the event, the on-shore festivities were terrific as well. Thanks to everyone at Monmouth Boat Club and congratulations to Dave Watts, his brother Robert and Dan Vought for some great sailing enroute to their victory!

One of the founders of the Long John Regatta was Past President Mary Huntsman, in whose honor the Class' History Fund is named. During her presidency, Mary was responsible for securing the purchase of Lightning #1, which is currently in storage in Mystic Seaport, with



**Rob at the Texas District Championship
gearing up for the 2012 NAs**

plans under consideration for loaning the boat to the Creamery Museum in Skaneateles, New York. A donation to the Mary Huntsman History Fund would be a great way to celebrate one of our most enthusiastic Class members and support the maintenance of our rich history. The fund has been instrumental in supporting Bob Astrove's work in scanning older yearbooks so we can post them on the ILCA website. Thank you Bob and the others who worked on this project.

Speaking of celebrating, congratulations to APS on their 20th anniversary! APS have been great supporter of the Lightning Class and a regular advertiser in both Flashes and the yearbook. Thanks APS and best wishes for a long and successful future.

And on a more personal note, I would also like to send best wishes for a long and successful future to my son Ryan and his fiancée, Tesse LaPlante, who announced their en-

gagement just this past Wednesday. Maegan, Abby and I are nearly as thrilled about their engagement as Ryan and Tesse are. Many of you have met Tesse and will be seeing more of her on the regatta trail this summer—the NA's for sure. There is a YouTube video of the proposal if you're so inclined.

Thinking about the Worlds, NAs and Districts is how I am beating the "weather blues" these days. I encourage all of you to make plans to attend your District Championships and wish you the best of luck in qualifying for the NAs at North Cape Yacht Club. As has been previously announced, this year's quota stands at 1:4, and I know Laurie and Skip Dieball have a lot of great plans in place, not just for the NAs, but the WJMs as well. North Cape is a great place for this event, and the previous two NAs they have hosted have been great successes!

Until next time—rain, rain, go away...

Official Notices

Notice of Meetings:

The next Governing Board meeting is scheduled for July 22, 2011, at 19:00 during the World Championship in Buzios, Brazil.

The 2011 Annual Meeting is scheduled for July 24, 2011, at 19:00 during the World Championship in Buzios, Brazil.

Proposed Change to the ILCA Constitution – to be voted on at the July Annual Meeting

ARTICLE XVIII — AMENDMENTS

4. All proposed amendments at either Annual Meeting or Special Meeting, must be included in the notice thereof and shall be posted on the ILCA web site and mailed not less than sixty **thirty** days prior to the date of the meeting. Any Member, Fleet, or District may propose an amendment by submitting same to the Executive Secretary of the ILCA, in writing, at least thirty days before notices of the next meeting are posted and printed.
5. The Rules Governing all Sanctioned Lightning Class Championships or the Specifications may be amended by a two-thirds (2/3) vote of a sixty percent (60%) quorum of the Governing Board, after publication of the proposed amendment on the ILCA web site and in Flashes at least sixty **thirty** days before the Governing Board vote; subject to the approval by the Measurement Committee where specifications are involved.

Please be advised a topic of discussion during the July Annual Meeting will address the current Area breakdown (North America, South America and Europe) and how to incorporate other active Countries into this structure. If you have any comments or suggestions regarding this matter please pass them along to the Class Office or anyone on the Executive Committee. It is hopeful that the proposed change(s) will be drafted during this meeting and then will be up for a vote at the March 2012 Meeting.

Then & Now



For this issue, can you guess who broke their mast? Please send your guesses to ILCA President Rob Ruhlman at: rgr@preformed.com. As a bonus question, at which regatta did this happen?

Congratulations to Clark Newman, Fleet 435, Rush Creek, and Cal Herman, Fleet 62, Southern Yacht Club, who correctly identified Bill Buckles (left) from the picture below. Below, far right, is Bill Buckles at the 2011 Winter Master Championship awards presentation in St Petersburg, Florida. Buckles and crew finished second. However, special recognition goes to George Auer from Fleet 71, Rocky River, Ohio. He correctly identified both individuals, Bill Buckles and David "Gus" Austin.



We will also be doing a special Then and Now section in the upcoming yearbook. Please send your pictures to Rob.

Official Notices

Minutes of the 2011 Midwinter Governing Board Meeting

March 17, 2011 – St Petersburg Yacht Club

Call to Order

The Governing Board Meeting was called to order by President Rob Ruhlman at 9:10 AM

Roll Call by Secretary John Faus. In Attendance: John Faus, Rob Ruhlman, Bill Clausen, Ryan Ruhlman, Brian Hayes, James Taylor, Debbie Probst, Peter Hall, Ian Edwards, George Koch

Reading of the Minutes from the last meeting:

Bill Clausen made a motion to dispense with reading of the minutes, seconded by George Koch, and unanimously approved.

Reports of Officers

President's Report – Rob Ruhlman

President Ruhlman began by proposing to the Governing Board the ratification of the Executive Committee's decision to contract Laura Jeffers as the new Executive Secretary for the Class. Peter Hall made the motion to approve, and George Koch seconded, unanimously approved. Rob continued by Thanking Jan Davis for her six years of service as the Class Secretary. He also thanked Laura for pulling double duty and serving as the Class Secretary and the Southern Circuit VP. This year we had forty boats in Savannah and thirty in Miami, and it is projected to be 55–60 here in St Pete. He asked for any suggestions on a replacement for the Southern Circuit VP Position. Rob reminded the group about the Fisher Sportsmanship Award ballots.

Treasurers Report – John Faus

Due to travel delays, Treasurer Victor Lobos was not in attendance. Secretary John Faus reviewed the 2010 year-end financials and the proposed 2011 Budget. So far, 2011 donations are trending up. He expressed interest in a campaign to work on in the future that included fundraising for the Boat Grant Program and a possible Boat Loan Program. Some additional ideas were discussed, including updating the Class website with a donations page similar to what the Flying Scot Class has done. Discussion continued and resulted in the following conclusions: If we want to campaign or raise money for something, it should be for a specific cause or program. This cause or program should add value to the Class and support the idea of getting more people sailing. One target segment could be the twenty-to-thirty-year olds and retaining the involvement of the youth sailors. Brian Hayes made a suggestion to increase the office supply line item, citing that we should replace the computer equipment every three years. Discussion ensued. Hayes made a motion to approve the 2011 Budget as presented, Rob Ruhlman seconded, and all approved.

Chief Measurers Report – Bill Clausen

Chief Measurer Clausen reported that the measurement team in Toms River, New Jersey, for the Women's, Masters' and Juniors' NAs and the NAs was very organized. They did a great job. The new scale works great, and he was available to weigh boats if anyone wanted their boat weighed. The Class has a new set of templates for the angle of dangle. We will also have a new second set of mylar sail templates. One set will be sent to the Worlds in Brazil. Ryan Ruhlman offered to trace the angle of dangle template onto mylar in order to have something for the Worlds.

John Faus reported on the 2011 membership to date. He thanked Darryl Waskow and the team that worked on the changes to our rules in order to be in compliance with the current ISAF Rules. The major changes include our scoring procedure and the changes that we will need to incorporate into the SIs for the NAs regarding the ability to appeal a protest ruling during the qualifying series.

Vice Presidents and Committee Reports

VP Special Projects – James Taylor reported that the US Pan Am Trials went well, and his interaction with US Sailing representatives went very smoothly. He Thanked the Davis Island Yacht Club for hosting the regatta.

VP Boat Grant – Debbie Probst reported that Bill Faude replaced Denise Cornell on the Boat Grant Committee. For 2011, two teams have been selected: Caroline Patten from New Jersey and Will Tyner from South Carolina. We have purchased the Boat Grant boat that was used last season from Allen Boat Company, so the Class currently owns two boats. The goal is to replace these boats every three to four years. She wanted to remind the Board that this is a marketing program. For 2012 the committee is looking to review the criteria and application process. Looking forward, a Boat Grant Financing/Loan Program would be helpful to retain these individuals in the Class. Some research has been conducted, and much of it comes down to manpower. If anyone has any suggestions, please talk to Debbie. She was happy to report that a fourth Boat Grant recipient is looking to buy a boat this year. We need to continue to spread the word about this program. Bill Clausen added that he has heard other groups talk about our program and are using it as a model.

Ian Edwards thought it would be a good idea to think about expanding this type of program to forty-to-fifty-year olds who haven't sailed much to let them try the boat out and see how they like it. Most couldn't make a financial commitment just to try out the Class. Another idea that was discussed was Charter Boat for a Season program. President Ruhlman asked Ian Edwards if he would be willing to look into the Charter Boat Program; he accepted. The Snipe Class has launched a new traveling program where prospective Snipe sailors will be able to try out the Snipe during various local regattas. We should keep an eye on this program. Debbie Probst recommended that we engage the Fleet Captains and District Commodores on more of a personal level to see what types of programs might be needed to retain or boost Lightning activity in their areas.

St Lawrence Valley District Commodore Peter Hall reported that the Canadian Pan Am Trials are scheduled for July 1–3 in Kingston. Paul Davis is running the regatta, and they expect right to ten boats, showing that there is still Lightning interest in Canada. The sport of sailing is not growing in Canada. Personally, on the Fleet level, he is seeing a lot of families with new babies, and that is stopping them from sailing. Thunder Bay has slowed down a bit, and with the separation of the Montreal fleets into two, the sailing in Montreal has slowed significantly as well.

Peter reported that he is now a representative for Canada on ISAF. He reported on the state of issues that ISAF is working on. From the Class standpoint, we should continue to express our interest with the respective Regional Games representatives that we would like to and think it is important for the Lightning to continue participating in the PAN American Games.

VP National Fleets – Ian Edwards reported that last year the European Championships were held in Nigeria, and we have a new Mexican fleet up for ratification. Discussion ensued regarding our area structure. Brian Hayes suggested we change to numbered zones rather than geographical named regions. Rob Ruhlman and a committee of Victor Lobos, Ian Edwards, Darryl Waskow and a few others will come up with a proposal that can be voted on at the July meeting in Buzios.

Long Island District Commodore George Koch commented that he hears that some are always looking for crew. He reminded the group to look to the junior programs and engage the young kids from your area. Brian Hayes suggested a way to encourage participation would be to have a free crew year. This could be a huge marketing campaign as well as a potential boost for new members the following year of the program.

Laura Jeffers reported that the wooden boat group is becoming more active and there have been many inquiries about refurbishing boats. There are three woody regattas planned for this summer, and the Class is looking to place a classified ad in Wooden Boat Magazine to sell our plans. At the Deep South Regatta, we had one wooden boat sailing in the regatta. It was #7170, sailed by Heidi Dickerson. The boat was once owned by Past President (1963) Marty O'Meara.

Jeffers also reported that there will be a Worlds meeting during the first postponement this weekend. We will be discussing the cost and timing of shipping containers from North America. There was some discussion on the timing of the Worlds, and it was suggested that in the future we try not to schedule the Worlds around the same time as the North Americans. The 2013 Worlds in Numana, Italy, are scheduled for the second and third week of June.

Peter Hall commented that at the last Youth Worlds there were a lot of protests. It would be a good idea if the Chief Judge was "kid friendly." This event would benefit by being a "coachable event." If we make the event fun and a good learning opportunity, the kids will want to continue sailing in the Class.

Charters Ratified or Revoked

Secretary John Faus announced that we have two applications for new fleets. The first is in Rosario, Argentina, Fleet 522, and it has five registered skipper members. The second is in Valle de Bravo, Mexico, Fleet 523, and it has four registered skipper members. John Faus moved to ratify these charters. Bill Clausen seconded, all approved.

Ratifications of Executive Committee Rulings

President Rob Ruhlman reported that the Executive Committee has set the NA Ratio at 1:4; we want good participation from the Michigan District. He reports that the Executive Committee wanted to set the ratio so that people will have a chance to plan ahead with vacation schedules. Ruhlman made a motion to ratify the ruling, and John Faus seconded, all approved.

President Rob Ruhlman reported that the Executive Committee voted to award the 2012 North American Championships to Houston Yacht Club in Texas, home of Fleet 521. They are very excited and submitted an excellent proposal. Brian Hayes made a motion to approve, and Ian Edwards seconded, all approved.

Unfinished Business

Secretary John Faus reviewed the proposed revisions to the Rules Governing All Lightning Class Sanctioned Championships. The main purpose of these revisions is to comply with recent changes to ISAF Regulations. It is proposed that these revisions take effect April 4, 2011. Rob Ruhlman made a motion to approve the revisions, as presented and published on the web and in the Flashes; Brian Hayes seconded, all approved.

New Business

Laura Jeffers presented the new e-Flashes format for the Board. A special Thank You was given to our computer consultant, Sherryl Egy, for all of her assistance with this new process.

John Faus made a motion to adjourn this meeting of the Governing Board. It was seconded by Bill Clausen.

President Rob Ruhlman expressed his thanks to all who attended for their support and contributions to the discussions.

Minutes of the 2011 Midwinter General Meeting

March 17, 2011 – St Petersburg Yacht Club

Call to Order

President Rob Ruhlman called the meeting to order at 6:03 PM.

Roll Call of the Fleets

Secretary John Faus called the roll. Fleets in attendance: 5, 6, 12, 34, 36, 42, 70, 71, 74, 75, 112, 126, 151, 173, 187, 215, 228, 253, 266, 303, 329, 335, 442, 481, 488, 511, 519

Proxies Held for: 35, 69, 90, 110, 121, 129, 164, 189, 192, 194, 198, 216, 228, 257, 262, 301, 338, 506, 509

Quorum achieved.

Minutes from the Last Meeting

Bill Clausen made a motion to dispense with reading of the minutes. The motion was seconded and unanimously approved.

Reports of Officers

Chief Measurers Report – Bill Clausen

Chief Measurer Clausen reported that the measurement team in Toms River, New Jersey, for the Women's, Masters' and Juniors' NAs and the NAs were very organized. They did a great job. Clausen excused himself from the meeting to attend the Race Committee meeting for the regatta.

President's Report – Rob Ruhlman

President Ruhlman began by announcing that earlier today the Governing Board ratified the Executive Committee's decision to contract Laura Jeffers as the new Executive Secretary for the Class. Rob continued by thanking Jan Davis for her six years of service as the Class Secretary. He also thanked Laura for pulling double duty and serving as the Class Secretary and the Southern Circuit VP. He asked for any suggestions on a replacement for the Southern Circuit VP position. Rob reminded the group about the Fisher Sportsmanship Award Ballots.

Treasurers Report – John Faus

Due to travel delays Treasurer, Victor Lobos was not in attendance. Secretary John Faus reviewed the 2010 year-end financials and the proposed 2011 Budget. So far, 2011 donations are trending up. On the expense side, we have budgeted more expenses for the printed Yearbook this year due to the delays from last year's book; it was not booked till this year. This will result in two yearbooks being booked in the 2011 fiscal year. Membership numbers are holding about the same compared to last year at this time. A motion was made to approve the 2011 Budget as presented; David Werley seconded, and all approved.

Secretaries Report – John Faus

John Faus reported on the 2011 membership to date. Please encourage your fellow fleet members back home to renew their memberships.

Faus announced that we have two new fleets that were ratified at the mornings Governing Board Meeting. The first is in Rosario, Argentina, Fleet 522, and it has five registered Skipper Members. The second in Valle de Bravo, Mexico, Fleet 523, and it has four registered Skipper Members.

Vice Presidents and Committee Reports

VP Boat Worlds and Youth Worlds – David Starck

David Starck reported that the logistics for the 2011 Worlds in Brazil in July are coming along well. There will be a meeting during the first postponement this weekend for competitors that are going to Brazil or are considering last-minute plans to attend. Tom Starck and Mark Schneider have been working very hard on the container shipping from the US to Brazil. A special thank you goes out to both of them. After Brazil, the 2013 Worlds will be in Nuama, Italy, and are scheduled for the second and third week of June. One thought to consider in the future, when planning where and when to hold a Worlds, would be to consider all costs associated with the regatta, shipping, visas, lodging, additional transportation (vicinity of major ports and airports) and also the timing of the event.

He continued to announce that the 2012 Youth Worlds will be held in Finland. The Finland District is getting geared up this summer with a lot of youth sailing activities to promote the event and encourage local participation.

VP Boat Grant – Debbie Probst

Debbie Probst reported that Bill Faude replaced Denise Cornell on the Boat Grant Committee. For 2011, two teams have been selected: Caroline Patten from New Jersey and Will Tyner from South Carolina. We have purchased the Boat Grant boat that was used last season from Allen Boat Company, so the Class currently owns two boats. She was happy to report that a fourth Boat Grant recipient is looking to buy a boat this year. We need to continue to spread the word about this program.

VP North American Championships

President Ruhlman reported that Todd Johnson could not attend the Southern Circuit this year. Laurie Dieball, North Cape Regatta Chair, reported that the club is ready to go, the NA website is live and there is a lot of hotel information and lodging options located there. The Committee has been working hard preparing for the regatta. We can accommodate a lot of boats, and we would love to see 100 boats! President Rob Ruhlman reports that the Executive Committee has set the NA Ratio at 1:4; we want to accommodate good participation from the Michigan District. He reports that the Executive Committee wanted to set the ratio so that people will have a chance to plan ahead with vacation schedules.

Ruhlman continued, on behalf of VP Johnson, and announced that the Executive Committee voted to award the 2012 North American Championships to Houston Yacht Club in Texas, home of Fleet 521. They are very excited and submitted an excellent proposal.

VP Southern Circuit

President Ruhlman reported that our numbers for the overall Southern Circuit are about the same as 2010. We had thirty boats in Savannah, thirty-seven in Miami and fifty-seven here in St Pete. Thank you to those who have helped with the educational opportunities. David Starck did an excellent job in Savannah and talked to a large crowd before racing on Saturday morning. Skip Dieball had a nice crowd this afternoon. Thank you both. On behalf of the ILCA, Laura Jeffers thanked North Sails for the bow numbers used on the boats for this event. There will also be a Southern Circuit meeting during the second postponement this weekend. Anyone that would like to share their comments on the organization of the Circuit is welcome to attend.

Unfinished Business

Secretary John Faus thanked Darryl Waskow and the team that worked on the changes to our rules in order to be in compliance with the current ISAF Rules. The major changes include our scoring procedure and the changes that we will need to incorporate into the SIs for the NAs regarding the ability to appeal a protest ruling during the qualifying series. Earlier this morning the Governing Board approved the recommended changes to the newly renamed Document

Governing All Sanctioned Lightning Class Championships (previously known as Rules Governing All Area Lightning Class Championships).

Faus reviewed the proposed revisions to the By-Laws and Constitutionas posted on the ILCA website and in Flashes. The main purpose of these revisions is to comply with recent changes to ISAF Regulations. It is proposed that these revisions take effect April 4, 2011. Bill Cabrall made a motion to approve the revisionsas presented and published on the web and in the Flashes; Joan Hurban seconded, all approved.

New Business

Laura Jeffers presented the new Flashes format. A special Thank You was given to our computer consultant Sherryly Egy for all of her assistance with this new process.

John Faus made a motion to adjourn this meeting of the Governing Board. It was seconded by Ryan Ruhlman.

President Rob Ruhlman expressed his thanks to all who attended for their support and contributions to the discussions.

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyllike double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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April 30–May 1, 2011



The 50th Long John Regatta was a milestone event for the Monmouth Boat Club and our Lightning Fleet. The planning started long in advance, with Jack Huntsman taking the mantle and organizing our Fleet and club members to put on a bash worthy of this historic event.

This regatta has always been about bringing together all of our Lightning family for great fun, endless food and drink, awesome party, and, of course, good racing. We have stuck to the two-day format, as this has been the formula for many years to get the most out of this particular regatta experience.

It was a heart warming sight to see all of our friends from Quebec to St. Pete, and all places in between, start arriving at MBC Friday night. There was a reception Friday night, complete with pizza and, of course, the magical bottomless keg. As this was just the preamble, we only went through two kegs on Friday.

On Saturday morning we saw the culmination of all the planning with 44 boats registered for the regatta. That was six boats shy of our target, but we were extremely excited, as this was the largest fleet in twenty years and the first time we broke forty entrants since the 41st Long John. The competition looked to be fierce, as we had nine past winners of the regatta and thirteen boats that were in the Championship Division of last years North Americans, including eight of the top twenty.

A thanks to Lightning Class President Rob Ruhlman who showed up, along with a number of other boats that were packing up after the regatta to container ship their boats to the 2011 World Championship Regatta in Brazil. PRO Denis Farley and his team of RC staff, along with all of the onshore volunteers, were eager and prepared to make this a great event. Let the party begin.

Sunday Start



th Regatta

David Watts-15365



Saturday saw everyone getting rigged and launched, which went quite well with 44 boats, as there are three lifts and not too much waiting. It turned out to be a sunny day with perfect spring temperatures. The wind was light to moderate and shifting wildly, and the tide was going out. After the obligatory number of general recalls with 44 boats on the line, we managed to get off our first race around 11:30. It was a testament to patience, and Mitch Hnatt, Brad Read, and Jack Huntsman led most of the way around, finishing 1-2-3. We spent most of the race in 10th place or so until the last leg, when we found a gust from the gods on the right side and snuck into 5th. At this point, the water had left the river, and the wind was all over the place, so the RC sent us back to the club for lunch.

Now this was officially a throw-back regatta! When is the last time you came in for lunch

in the middle of a race day? Turns out this was a good move, as it gave the wind time to "settle" (this is, of course, a relative term on the Navesink) and the water a chance to start dribbling back in. Lunch was a nice afternoon meal enjoyed in the club, on the deck, or in the parking lot. The keg was, of course, flowing (there is a theme here), and those who felt the urge quenched their thirst. One more keg down.

After about an hour, Denis called us back to the course, and we were treated to the consistent and repetitive wind shifts of anywhere from 30-65 degrees at 10-20 minute intervals. At times we could not cross the start line on either starboard or port. Long story short on this one, we nailed the start at the pin on port tack and were lucky enough to lead from start to finish. Jack was directly behind us at the start and managed to carve out a clean





Brian Taboada, Megan Cran, Cortney O'Conner



Justin Coplan, Bjarki Gunnerson, Danielle Prior

lane to weather. Our first tack was around the weather mark and the course started to "normalize" after that, which was a bonus.

True to form, with less than 100 yards to the finish, boats started to creep up on both sides and gave us a run for the money. Our house guests, Jay, Jamie, and Marc finished second and Will Brown third. Even though it was getting late in the day, the wind was present, so the RC got the fleet situated for Race 3. All I remember about this race is Brian Toboada passing me to leeward for the lead just before the last leeward gate and then us going to the well on the right, just one time too many, up the last beat to the finish. Brian T. won the race, with Will Brown in second and our other house guest Brian Hayes in third.

Now the fun stuff begins! We started out with the cocktail hour, where we cleaned out the bar of any of that pesky hard liquor. The Saturday night dinner was outstanding. Fleet 70 and club volunteers helped prepare, serve and clean up. There were so many people, we were eating inside and out on the decks. The weather was holding up perfectly—it was like divine intervention. Thanks, Mary.

A record setting 50/50 was held, and over \$700 went to the winner, Greg Beshore, who came all the way from Vermont with Pat Zachary and Kika. I heard tell that the high

price of gas can be offset by 50/50 proceeds. Shortly after that, the famous Jukebox Criminals made their way to the stage and rocked the house down all night. They tried to leave a couple times, but we kept screaming until they came back to play another set. Everyone was feeling pretty good, and our Fleet felt like we accomplished what we had set out to do. This was an instant classic, and nobody wanted it to end. For some it didn't, but that is another story. For those keeping track, the keg count was now at seven.

We were pretty psyched to be tied with Brian for the lead, but there were nervous moments Saturday night when one of the many amateur meteorologists informed me that there would be absolutely no wind or racing Sunday. I thought I would miss out after being so close one more time, as we were in second on the count back.

We were glad to find a nice medium breeze waiting for us as we pulled into the club Sunday. I knew that Denis would send us out immediately and try to get in as many races as possible. Only three points separated the top three boats, with us and Brian tied at twelve and Will Brown with fifteen. We knew that with the depth of the fleet and squirrelness of the river, anything could happen. I clearly recall Dan Vought's motivational speech before the start, "Don't f'ing blow it!" No pressure there.

First race saw Brian, Will, and I all fighting it out at the top of the fleet. Brian and I had a couple port/starboard encounters, and all of us rounded the last leeward mark together going to the finish. It felt like some kind of old fashioned gun fight, and no one was blinking (queue music from The Good, The Bad, and The Ugly).

Up at the top of the fleet Brian Hayes, Jody Lutz, and Brad Read were having their own battle. Brad crossed the line first, but Jody won the race, as Brad was OCS. Brian Hayes came in second and then Brian Toboada, us, and Will Brown finished 3, 4, 5. OK. Not much changed here. All in for the last race, no holding back, we were ready!

Then came the start.

Third row—ugly. The only saving grace was that Brian was right there with us, actually, directly in front of us. At the time we could not have been in front of more than five or six boats. My brother and Dan found an opening for us to tack and go behind the fleet on port. Escape hatch opened. We drag raced right and tacked out of dirt a few times up the beat. By the time we got to the weather mark, we were all the way back to top 15.

Will got caught in the Navesink abyss and was pretty far back. We found Brian, who was about eight or nine boats back and knew we had to move up. No lead is safe on the Navesink. Gianni Cuccio sailed brilliantly to win the race, followed by Justin Coplan and Bill Fastiggi. We managed to climb all the way back up to 5th place by the finish, and Brian came back to 12th. It is an amazing feeling and a big difference from many years ago in 1999 when I was a couple points in front of Brian, and he won it on the last race. Always a good sport and a good friend, Brian made sure he was the first one to congratulate me when we got to the dock. This is the one regatta I have wanted to win since I can remember, and I could not be happier to have had my brother Robert and Dan Vought guide me around the course.

The Long John has always been a lucky warm up for racers going off to national and world events, so we wish the best of luck to everyone going on to the World Championship and hope to see you back here next year. We should find the six more boats to make fifty and force Jack to wrestle that live bear as promised!

Final keg count = 8!!



You may view the Photo Galleries in the eNewsletter

50th
Long John Regatta



Champions: David Watts, Robert Watts and Dan Vought



2nd Place: Brian Taboada
Megan Cran & Courtney O'Conner



3rd Place: Justin Coplan
Danielle Prior & Bjarki Gunnerson



4th Place: Mitch Hnatt
Ryan Stagaard & Tara Schon



5th Place: Will Brown
Tyler Menninger & John Faus



Jack Huntsman awarding Greg Beshore
the 50/50 winnings!



P J Schaffer, Parker Colantuono,
Brad Read & Brendon Read



Rebecca Hayes (Mergenthaler), Marc Sorbo, Bill & Jeanne
Mergenthaler, Rich and Sue Warren, Steve Warren



Chris Schon, Tim Cran, Maddison Curtis, Molly Lucyk,
Skylar Barney, Lauren Jones & Jonathan Lutz

Pos	Skipper	Crew	Crew
1	Watts, David	Robert Watts	Dan Vought
2	Taboada, Brian	Megan Cran	Cortney O'Conner
3	Coplan, Justin	Danielle Prior	Bjarki Gunnerson
4	Hnatt, Mitch	Ryan Stagaard	Tara Schon
5	Brown, Will	John Faus	Tyler Menninger
6	Fastiggi, Bill	Suzy Coburn	Stephanie Roush
7	Lutz, Jay	Jody Lutz	Lauren Jones
8	Colantuono, Larry	Theresa Colantuono	Parker Colantuono
9	Hayes, Brian Sr.	Laura Jeffers	Jay Mueller
10	Huntsman, Jack	John Huntsman	Paul Krienski
11	Cuccio, Gianni	PJ Schaffer	Ellen Schaffer
12	Ruhlman, Rob	Abby Ruhlman	Wade Schon
13	Read, Brad	Will Jeffers	Brendon Read
14	Allan, Jamie	Jay Deakin	Marc Littee
15	Gardner, Bretton	James Unsworth	Connor Asward
16	Constants, Steve	Dave Constants	Mike Constants
17	Ruffus, Rob	Matt Azzara	Ian Sanderson
18	Werley, John	Bertie Werley	Katie Werley
19	Schwartz, Jon	Chris Schon	Carl Rodenburg
20	Mergenthaler, Bill	Rebecca Hayes	Mark Sorbo
21	Duffy, Ted	Henry O'Hern	Maddison Curtis/Brad Thompson
22	Dickerson, Randy	Rob Marsh	Stuart VanWinkle
23	Crann, Tim	Michael Crann	Caitlin Crann
24	Zachary, Patrick	Kira Bronger	Gregg Beshore
25	Harrington, George	Paul Michalowski	Aaron's Girlfriend
26	Bogardus, Bill	Jarrett Lynn	Stephanie Swann
27	Schneider, Mark	Cindi Schneider	Eric Reithinger
28	Spira, David	Ty Whitmann	Brian Gibbs
29	Sprole, Ryan	Chris Sprole	Baryl Copland
30	Taboada, Keith	Pete Nebbubger	Russ Schon
31	Luisi, Paul	Tyler Kennedy	Autumn Hoover
32	Warren, Rich	Sue Warren	Randy Swarthy
33	Moyer, Dick	Dick Moyer	Helen Moyer
34	Robinson, Tim	Steve Warren	Brian Robinson
35	Hurban, Gary/Joan	Bob Sengstacken	Peter Jadrowich
36	Parker, John	Lisa Parker	Brownie Baber
37	Friebele, Joe	Dave Friebele	Jared Ackers
38	Huntsman, Sandy		
39	Kinzel, Greg	Colleen Kennedy	James Roe
40	Barney, Dale	Hodge	Aaron Freeman
41	Hinds, Ned	Karen Hinds	Nathaniel Hendrickson
42	Glenn, George	Dickie	Rob
43	Lucyk, Molly	Alex Curtis	Kathryn Curtis
44	Cox, Chris		

Sail#	R1	R2	R3	R4	R5	Total
15365	5	1	6	4	5	21
14589	7	4	1	3	12	27
14036	15	5	4	6	2	32
14960	1	9	12	20	6	48
15345	10	3	2	5	28	48
15381	8	10	10	17	3	48
15166	14	17	9	1	9	50
14619	20	11	5	7	18	61
14688	4	24	3	2	30	63
14922	3	6	26	21	7	63
15111	11	32	14	9	1	67
15257	19	7	22	10	13	71
14777	2	19	7	42	4	74
14905	12	2	17	23	23	77
14050	17	22	23	8	14	84
15240	6	15	29	11	24	85
14434	27	8	24	14	21	94
15015	23	13	25	24	10	95
14922	13	27	19	22	19	100
15204	35	18	11	25	15	104
14175	16	12	21	34	27	110
149	24	25	15	30	20	114
15122	32	21	18	35	11	117
14972	37	39	13	15	17	121
15367	31	20	8	29	37	125
14719	22	26	27	26	25	126
15154	25	45	34	18	8	130
15405	21	29	32	19	29	130
15296	18	14	38	31	32	133
14833	9	40	28	37	22	136
14727	29	35	31	27	16	138
15421	34	28	33	16	31	142
14942	28	41	20	32	26	147
15175	30	36	35	12	36	149
14900	41	34	40	13	34	162
15383	38	16	42	33	35	164
15425	36	31	16	42	42	167
15203	26	42	43	28	33	172
14882	33	30	37	39	40	179
14276	43	23	39	36	41	182
14296	40	38	30	38	39	185
15122	42	33	36	42	42	195
14727X	39	37	41	40	38	195
15218	43	43	43	42	42	213



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2011 Southern Circuit

Savannah

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

Miami

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

St. Pete

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

Circuit Overall

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



One Design



On the Way to the Worlds

Mark Schneider

Fourteen Lightnings packed in four containers are now on their way to the World Championships in Brazil. If you are not going, just think of the investment these individuals are making to participate in this event, just think about how important an event like this is to an International Class. The World Championships brings the nations together while developing a new Champion.

The International Fleet Development Program was developed to encourage the non-USA countries to purchase USA Lightnings. In 2010 there were two containers full of four boats each that were shipped to two different countries. That alone strengthened the "International" in our International Lightning Class Association. We also learned a great deal about the process of shipping Lightnings abroad in containers. We saw the problems and solved them one at a time.

Come 2011 we had a new task. We needed to load four containers of Lightnings for the Worlds, and we had a system which worked, making it easy. The boats are well packed, and those who did the work seemed to actually enjoy getting the job done.

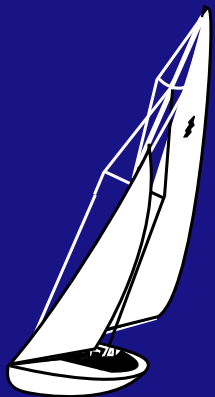
We all value our boats, the Class and, especially, the people within the class. When you know the boats are OK, and you do it with friends who care about the same thing you do, it has to be fun. Check out these photographs, a little work, some Pizza, and before you know it, the job was done. And we know the boats are safe.

What happened, and how did we do it? Well, we took talents within the Lightning Class, and we maximized them. Tom Starck and Cindi Schneider dealt with shipping containers monthly, so the paperwork and planning was a

little time consuming, but it wasn't earth shattering. I opened my warehouse as the loading and unloading zone. Tommy Allen pulled out all the old straps and equipment used to pack the containers, reworked some, and was our "foreman,"—the man with all the answers. Boats arrived the week prior. David Starck drove one stack down from Buffalo, and Jeff Coppens got the long-distance award for driving from San Diego to Texas and then up to New Jersey. Hugh Armbruster brought a triple stack through the Midwest storms, rain and wind from Michigan. Hugh and I broke them down and packed the first container the Friday evening prior to the Long John. Some actually drove the distance and sailed the 50th Long John Regatta at Monmouth Boat Club, proceeded to stack their boats at the club, and drive down that Sunday afternoon. Kind of nice that some of the teams could sneak in a regatta prior to loading their boats.

Sunday evening we took our time making sure the boats and the masts were secure before we let them take them away. While those who were going to the Worlds needed to pitch in to get the containers loaded, we even had volunteers, both John Mangen from Riverton's fleet and Eric Reitingier from the Brant Beach fleet. Yes, it was work, but it was with people who cared about the same thing, Lightnings, so it wasn't that hard, and I think everyone enjoyed themselves.

The boats are off to the Worlds in Brazil, and when they get back, the unloading will be even easier. What is nice is that this International Class has a system and a technique to ship Lightnings anywhere in the world. This is important for those thinking about going to the Worlds in 2013, Italy. If you can afford it, do it!



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

Rolling Over the Boat in the Garage

After seeing how easy it was to roll the boat this way, I won't hesitate to roll it any time I like. I was reluctant to do it until the idea came together using the slings. As I mention in the presentation, I think I saw a another post very similar a while back, so I shouldn't get all the credit (or blame !) for the approach. Hopefully, all of you who have been afraid to take on rolling the boat will feel more comfortable doing it this way and will get to do your bottom maintenance better!

Regards - Scott Graham, #8501 Courageous

Editors Note: Scott has been involved with AmericaOne in 2000, Oneworld in 2003, and was the Principal designer of ESP-97 for the Spanish in 2007. One of his hobbies is working and sailing on his Lightning. Thank you for sharing your tips and tricks, Scott!





Click on the Photo Gallery in the eNewsletter for step-by-step instructions on how to roll your boat over in your garage.



2011 Wooden Lightning ‘Get Together’

Syracuse, New York — August 13 & 14



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- Day sailing
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- Sell & swap hardware
- Variety of awards
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Let Craig Thayer know you are coming:

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thayer736@verizon.net

(Sorry, Wooden Lightnings Only)



Dr. Joseph C. Mark

It is with great sadness that we inform you of the passing of Dr. Joseph C. Mark, Metropolitan District, Fleet 16. A lot of the Metro district Lightning sailors will remember Joe and his red boat Mimsy from Lightning racing in the 60s, 70s, and 80s. He was also a semi-regular contributor to the yearbook in those days. There was always an improbable bond between him, a concentration camp survivor, and another member of our fleet, whose father had been a German guard. Joe will be missed, but his memory lives on in Mimsy (#10301) who as a 1962(ish) Lippincott continues to win races.

Obituary

Dr. Joseph C. Mark, 91, died on April 28 at his Livingston, N.J., home. Funeral services were held at Bernheim-Apter-Kreitzman Suburban Funeral Chapel in Livingston on May 1. Born in Transylvania, now Hungary, in 1919 and raised in New York City, Dr. Mark moved to Livingston in 1954. He was a U.S. Army veteran in World War II, serving with the 106th Infantry Division. During the Battle of the Bulge, Dr. Mark was held as a POW, and later at the German concentration camp Berga. He was awarded the Purple Heart and, ultimately, the Bronze Star in 2009 after the story of the GIs at Berga was investigated by CNN. Dr. Mark received a Ph.D. in clinical psychology from New York University, and was a pioneering psychologist at the Veterans' Administration and later in private practice until he retired at age of 80. He was predeceased by one grandson, Daniel. He is survived by Stella Mark, his wife of 68 years; their four children, David and his wife, Jean, Charles and his wife, Linda, Joshua and his wife, Pam, and Suzanne and her husband, Corey, and seven grandchildren, Rachel, Jacob, Naomi, Julia, Etan, Elliot and Maya Rose. In lieu of flowers, donations in his name can be made to your favorite charity.

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Texas District Houston Yacht Club – Fle 4/16–1

The Road to Brazil goes through Houston. Actually, the Road to Italy goes through Houston, but we will save that for the end of our story.

When you decide to move to Hong Kong, have your boat located in San Diego, decide to sail the Worlds in Brazil, and need to have your boat on a loading dock in New Jersey, logistics take on a whole new meaning. "Houston, we have a problem."

In this case, when I called Houston, Ian Edwards answered. Good thing for me, because Ian had an interesting idea. "Why don't you drive to Houston, we double stack to New Jersey for the Worlds—each one drives one way." Sounded reasonable. I still

had memories of the last eight-day driving trip to Toms River and back last August for the North Americans. I had counted enough Nebraska corn stalks.

We needed to have the boats in New Jersey by May 1, so Ian suggested we sail the Texas Districts while stopping in Houston. Why not, sounded like a good idea to break up a four-day drive with two days of sailing. I checked my advantage account, and believe it or not, I still had miles left over after booking four tickets to Brazil—too many trips to China. So I loaded the boys on a plane to Houston.

The boys are Ed Petit De Mange and Evan Hoffman, who will be crewing on our Brazil-



Championship

et 521 – Shoreacres, TX
7, 2011

Jeff Coppens

ian expedition. Ed crewed for me in Sheboygan 2005 in my first NAs, and his solid tactics then guided us into the blue fleet on our first try. Evan just started college. He and his twin brother have won the Sears Cup three of the last four years, the most recent one sailed in Lightnings at Mission Bay last summer. It's awesome to have two great sailors on the program.

Well, the planets aligned, and we ended up in Houston. I arrived a day early and unpacked the boat, then headed to airport on Friday night to pick up Ed and Evan. All day on Friday, the wind was just howling, I was getting excited for some heavy-air sailing—something we rarely get in San Diego.

On Saturday morning, we headed out with a nice breeze out of the northeast and fifteen boats on the starting line. In Race 1, Ed and Evan had to put up with an over-excited skipper. We were OCS—not a great way to start. The fleet headed left, we ducked the line and headed out right. We had to take a risk to get back in the fleet. We did get a nice righty, and when we converged on the mark, we had clawed back from last to fourth place.

Aroldo de Rienzo, with Skip Dieball and Fredrico Ortiz crewing, rounded first. Second was Ian Edwards and third was Clarke Newman. Aroldo was in the process of sailing off the horizon and got a nice bullet in Race 1.



We managed to have a great downwind leg and ended up in 2nd.

In Race 2, we started out in great wind. We and Aroldo both worked up a nice gap on the first leg. Sometimes we looked to be out front, and sometimes they looked to be ahead. They rounded two boat lengths in front.

On the downwind, we stayed within one or two boat lengths the entire leg, and we ended up overlapped at the gates. We split gates, and each headed in opposite directions. The rest of the race we were continually battling it out, always crossing just behind Aroldo, Skip, and Fredrico. It became a big match racing duel.

Because the wind was dying and we both were set up on a heavy-air tune, the sailing became more and more challenging as the wind died. They sailed great and got another bullet, and we finished just a few boat lengths behind. In 3rd and 4th, Clarke and Ian were starting to have an epic battle for 3rd place.

In Race 3, it was super light, but the RC started anyway. The wind shifted thirty degrees left at the start. We were not on the favored end of the line but were first to tack on port, and that gave us the lead, as we were soon laying the mark as the wind shifted more left. We rounded the top mark and reached down to the mark.

By this time, the wind was so light most of the chutes were collapsed. We got a small puff and pulled away from the fleet. Then the wind completely died. We finally made it to the bottom mark in 1st and rounded. Then I figured out the current had gotten down to the mark as we continued to drift backwards downwind. The RC quickly realized the situation and put us out of our misery—race abandoned.

When we got in, the Houston fleet had organized a Mexican buffet dinner and keg, sponsored by Dieball Sailing. The Southwestern Lightning group is fantastic, a great group of people and fun to share drinks and stories with while trying to empty the keg!!





On Sunday morning, the wind had switched to the traditional SW sea breeze, and it was howling again!! Awesome. We set up again for a heavy-air tune. What we would find is that wasn't even enough. By the end of Race 4, we would be sailing in 20–25 knots.

In Race 3, we got a clean start, and Aroldo, Ian, and Clarke all had the heavy air sailing dialed in. We had a four-way battle at the front of the fleet. We managed to have another strong downwind and ended up pulling away, for a bullet in the first race Sunday. The wind continued to get stronger, now over 20. We got another solid start. We were hiking like crazy. Galveston Bay is really shallow, so the chop started getting huge, and we were pounding through the wave action up wind. Evan was getting drenched up front. In fact, all of us were completely soaked, even with full foulies. Again, we had another close duel going with Aroldo. We managed to get a lead going, and Ed was really good calling the favored shifts. As the wind kept getting stronger, we were able to



hold on to win the last race. We ended up tied with Aroldo and won on the tie-break.

Being light air sailors from San Diego, it was a great experience to do so well in the heavy air conditions. Clarke and Ian went into the last race knowing whoever placed higher would end up in 3rd; Clarke placed 3rd with his crew Deanna Newman and Class President Rob Ruhlman.

The hospitality we had in Houston was unbelievable, and we really enjoyed meeting all the great people in the fleet. Thanks to Ian for the accommodations and help with the boat. Aroldo, we ARE coming to Mexico to sail, absolutely!! Skip, thanks for help on boat tune and your words of encouragement. It's great to see a District where people are coming together from several different states and sailing together on a regular basis. The Southwestern Circuit is a great idea and format for growing the Class regionally. Houston is a great sailing venue, and I highly recommend that everyone consider the





NAs here in 2012. The sail out is five to ten minutes. There is a two square mile of sailing area with little or no other boat traffic.

HYC is a great facility. You can see the racing from the second deck of the club. There is plenty of parking and boat storage space and lots of affordable accommodations around.

And finally, when we got in on Sunday, there were two longhorn bulls with saddles on them—something you just don't exactly see at your run-of-the-mill blue blazer yacht club. Rumor has it that the winner of the NAs may end up holding their trophy while sitting on one of these Longhorns. Only in Texas!!

And finally, it's the world qualifier for Italy, which does prove that Houston is not only a road to Brazil, but also the road to Italy.



You may view the Photo Gallery in the eNewsletter



Texas District Championship

Houston Yacht Club
Fleet 521 – Shoreacres, TX
4/16–17, 2011

Pos	Sail#	Skipper	Crew	R1	R2	R3	R4	Total
1	USA 14924	Jeff Coppens	Ed Petit de Mange Evan Hoffman	2	2	1	1	6
2	MEX 15450	Aroldo de Rienzo	Skip Dieball Federico Ortiz	1	1	2	2	6
3	USA 15360	Clarke Newman	Deanna Newman Rob Ruhlman	3	4	4	3	14
4	AUS 15410	Ian Edwards	Watt Duffy James Willits	5	3	3	5	16
5	USA 15329	Tommy Meric	Tommy Meric, III Hartley Crunk	10	9	5	4	28
6	USA 14136	Cal Herman, Jr.	By Baldridge Bo Morse	7	5	8	8	28
7	USA 14817	John Womble	Crawford Milling Ralph Bilnowski	6	6	10	10	32
8	MEX 14975	Aroldo de Rienzo, III	Matt Patterson Alexandra de Rienzo	8	8	9	7	32
9	USA 15201	Robert Bernhardt	Scott Kirrchhar Matthew Sbaschnig	4	7	6	16/ DNF	33
10	USA 15312	Max Hardage	Darren Rose Will Cox	16/ DNS	10	7	6	39
11	NGR 15326	Gary Schwantz	Jacques Schwantz David Use	9	11	11	16/ DNF	47
12	USA 13703	Peter Doncaster	Bill Biermann Sherri West	16/ DNS	16/ DNS	13	9	54
13	USA 15386	Mark Boaz	Katie Zeglis Stefan Boettcher	16/ DNF	12	12	16/ DNF	56
14	USA 14666	Crit Currie, Jr.	Tim Ryan Chris Foster	16/ DNF	16/ DNS	14	16/ DNS	62
15	USA 14964	Mark Haas	Herb May Diego Galindo	16/ DNS	16/ DNS	16/ DNS	16/ DNS	64



Indianapolis Sailing Club

2011 Burl Harmon Memorial Indiana Open Regatta Indianapolis, Indiana 4/30 – 5/1, 2011

George Sipel

Having missed the Southern Circuit this year, I was excited to get the season going with a trip to Indianapolis for the Indiana Open. When we arrived at the Club, it was warm and sunny with a building breeze. As we rigged up and caught up with friends, the breeze kept building, and by the time we got out on the water, it was blowing a good 15–20 with gusts in the mid 20s.

We were a little rusty the first race but managed to dig back and get a second, which we later learned was a first. James Taylor, who won the race, had missed a mark (for those who have not been to Indy, learning to read the course map is kind like reading a treasure map—it can be a little tricky), so it was a tough break for James. We had a total of four races on Saturday and were able to finish the day with 1,2,1. John Waechter finished the day in 2nd, and James Taylor was in 3rd. With five to six boats out of fifteen capsizing, one broken mast and lots of ripped spinnakers, Saturday proved to be a challenging day!

Sunday was a more typical day for Indy with winds out of the south at 5–10. After

a short postponement to let the fog clear out, we made our way out to the race course. In the first race we lead at the weather mark, only to get passed by three boats downwind. After rounding the leeward mark, we split with the group ahead of us, got into better breeze and were able to get back out in front. A few shifts forced us to tack in to the shore we wanted, and we sailed through the start-finish line. They blew a gun and gave us a finish. We had thought it was a two-lap race, so we were a little confused but soon confirmed it was a one-lap race. Sometimes it's better to be lucky than good. In the final race James Taylor led most of the race, but we were able to sneak by him on the last run to get the win. James Taylor from Cowan Lake finished the regatta in 2nd place, and John Waechter from Bay City took 3rd.

I would like to thank my team, Chris and Holly Snyder, for a job well done and a fun weekend! I also want to thank Pete and Ken McGinity and the rest of the gang at Fleet 270 for great event!

Indiana Open Regatta 2011 Results

Pos	Sail#	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Ttl
1	14249	George SipelChris	Chris Snyder Holly Snyder	42	1	1	2	1	1	1	5
2	15172	James Taylor	Carl Taylor George Aver	303	RAF	2	1	2	3	4	12
3	14087	John Waechter	John McCree Bob Solomon	216	3	8	5	3	5	3	19
4	15213	Jeff Schmahl	Michael Schmahl Andrew Schmahl	154	8	3	4	DNF	2	5	22
5	15259	Brad Wagnon	Brian Bohlere Stewart Fossecro	154	2	13	3	DNF	4	2	24
6	9350	Joe Lutz	Mandy Edwards Mike Bodine	270	5	6	6	4	12	12	33
7	14613	Amy Simonsen	Matt Peters RJ Trejo	69	4	4	9	DNF	11	8	36
8	14020	Frank Wilder	Jerry Sentman Steve Vanlton	270	10	7	11	7	7	6	37
9	13851	Stuart Webster	JR Kendall Rick Lamberg	154	DNF	DNC	7	5	6	7	41
10	14610	Ken Woods	Mike Bergff Howdy King	270	7	5	8	DNC	14	9	43
11	13289	Ken McGinity	Dan Claxton Melody Blackmore	270	9	11	10	9	8	11	47
12	13278	Pete McGinity	Josie Forbes Karen Chagnon	270	6	12	13	8	9	13	48
13	14311	Norm Cubellis	Thane Morgan M Naughton	270	12	RAF	12	6	10	10	50
14	14449	Dale Kreck	Mary Gemberleng Jim Parks	54	11	10	14	DNF	13	14	62
15	13657	Mike Franceschini	Tim Franceschini	270	13	9	DNF	DNC	DNC	DNC	70



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Atlantic Coast Championship

Malletts Bay, Vermont July 30-31 2011



Malletts Bay Boat Club and Lightning Fleet 301 invite you to the 2011 Atlantic Coast Championships on Lake Champlain in Vermont.

The Details:

- July 30 & 31, 2011
- Visit www.mbbc-vt.org/events/ACCs2011 for NOR, Schedule, places to stay and registration.
- Register early (by 6/30) for discounted entry fee.
- All registration will be done on-line. Registration closes 7/26.
- Bring your family. Enjoy our Vermont hospitality. Come early. Stay late.
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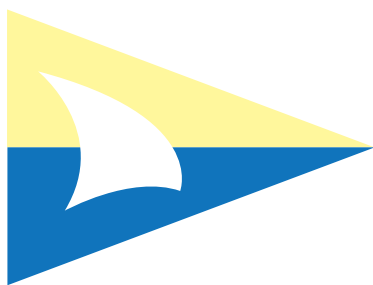
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27th Annual Pymatuning

Finally, finally after twenty-six years of trying to win the Pymatuning Spring Classic, sponsored by ILCA's Fleet 36, I figured out a way to win. Over the years, I have sent the PYC Lightnings frigid temperatures, gale force winds, rain, often mixed with snow, fog, puffy and shifty winds. Heck, I even tried sending shifts of 20–40, but nothing worked.

Oh sure, I occasionally won one day. I have had my best luck beating the PYC Lightnings on Sundays. My best strategy has been the wind. On some Sundays I simply held my breath and did not allow even a whisper of moving air to make its way down or across Pymatuning. This usually worked best if I positioned my weather maker so that the only wind would come out of the southeast.

I have also sent so much wind that it blew you mere mortals off the Lake. This usually worked best if I had the weather coming in from the north and made it blow hard all night long. If I did it right, white caps covered the lake from shore to shore with spray blowing off the tops. If you tried to sail in those conditions, I would roll your boats over and shred the expensive sails you were using to control me. But did this bring me the coveted winner's trophy? Oh no, it did not.

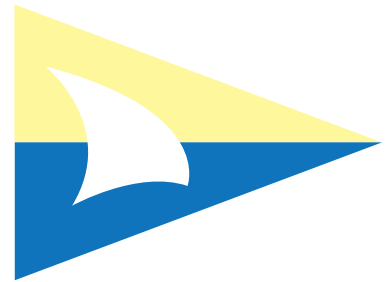
Instead of accepting your fate and awarding me my victory, you added those efforts to the legend of the Spring Classic. You simply said it's best to be the leader at the Saturday night

party. Oh, those parties of legend! You would not even let me ruin that for you. You added drop down sides to the patio and imported torpedo heaters. But despite my best efforts, the parties went on and on.

So this year I tried something else. I sent you too much water. Not as much as I have plagued the Ohio and Mississippi River valleys with this year, but enough to keep you off my lake. I poured more water into Pymatuning than I have in memory. And I kept those levels high for longer than ever before.

I made your dry sail area slick with algae and sediment. Your grounds, even at the highest points, squished as you stepped on them. If you were foolish enough to drive on them, I sucked your car in. You could get to the lifts but could not see the edge of the walls if you tried to go out to race and then tried to come





ning Spring Classic

back into shore. (As frustrated as we are with our inability to sail and the condition of our grounds, we remain grateful that we have not had to deal with the life-altering destruction brought by the flooding on those rivers and send our thoughts and prayers to those who have or may lose all. *Editor*)

This year's plan worked—no sailing at all. So I declared myself the winner of the 2011 Pymatuning Spring Classic!

Would you accept defeat gracefully? No, you had to go and at least salvage the party. You sure seemed to enjoy yourselves at the pot luck dinner. But I even had the last word there by sending another thunderstorm to chase you back to the trailers. I will get even by sending you even more rain for the next seven to ten days. So there!



Club Commodore and Lightning Fleet member
Vic Maras

So until next year, PYC and the Lightnings keep sailing. I may, just might, let you do so yet this summer.

Mother Nature (Doug Blackburn—Fleet 36)

Sunbrella Acrylic Covers

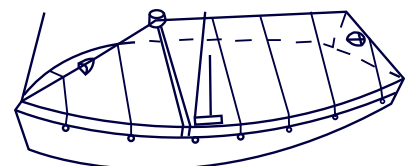
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- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

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6" skirt	375	389	409
full-size	548	579	590
nap back rudder cover			68
sail # on cover			45

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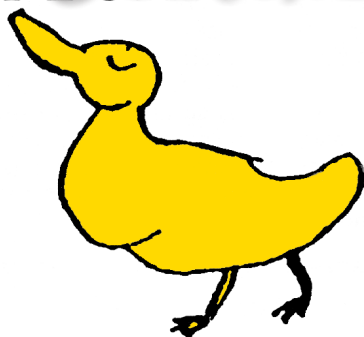
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LIGHTNING LAB

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Central New York Lightning District and Newport Yacht Club Lightning Fleet #77

MAKE 2011 YOUR BEST SAILING SEASON YET!

What is a Lightning Lab?

A Lightning Lab is typically a two day sailing clinic aimed to improve skills for Lightning sailors of all abilities. It is run by a coach with extensive experience in the Lightning. Boat handling drills, starting practice, tuning and sail trim are common themes. Video tape analysis of the day's practice is also used.

Lightning Labs are a great opportunity for you and your crew. **Why?**

- Sailors of all ability levels will benefit
- Raise the level of competition in your fleet / district
- They force you to do the practicing you've been meaning to do for years
- To share ideas and techniques outside the competitive pressures of a regatta

Most sailors find that they can learn more in a two day Lab than a whole season of racing. With the help of a coach and video there is a chance to step back and get an unbiased evaluation of your sailing. No matter what your skill level there is always something to learn!

REGISTRATION FEE MUST BE PAID BY MAY 28th*

(Limited to the first 15 boats.)

\$50 per boat (includes skipper and 2 crew**)**

Includes 3 dinners on Sat., refreshments both mornings, snack Sun. afternoon

Crew alone: \$20** Includes dinner, refreshments both mornings, snack Sun. afternoon

Extra Dinners for non-sailors are \$15 per person

SCHEDULE:

Friday evening welcome gathering: time and location TBA

SATURDAY

8:30-9:00 Coffee etc.

9:00 On-shore boat tune-up

1:00 On-the-water coaching

6:00 Debrief, Discuss and Dinner

SUNDAY

9:00 On-shore adjustments

10:00 Let's Sail!

Day ends when all of your sailing questions, concerns, needs, desires are met.

Above times are approximate. Bring your own Lunch for Saturday and Sunday. BYOB.

* Checks made payable to CNY Lightning District and received by 5/28/11.
Lori Foster, CNY District Sec/Tres., 348 Barrington St., Rochester, NY 14607

Questions? Contact Lori at: <LF348@yahoo.com> or 585.244.8386

**** Each participant must be a member of the ILCA. (membership starts at \$10.)**



**Featuring Nick Turney
North Sails**

"I have learned a lot from listening to other sailors talk about similar topics and I am a big believer that the more you can expose yourself to information and opinions of other sailors the better you get."

Nick has been with North Sails for nearly three years. As the manager of the Cleveland office, Nick heads an operation that does everything from big boat sales, one-design sales, sail repair services, rigging, consultations, coaching, and clinics.

http://racing.ussailing.org/One-Design/One-Design_Symposiums/Nick_Turney_s_Racing_Tips.htm



Lake Lansing 2011 Lightning Tune-Up Regatta

May 7, 2011

John McCree



Turnout was great, winds were light, weather was sunnier and milder than the forecast. Based on previous years, I brought a lot of gear that wasn't needed at all and sailed in a T-shirt and board shorts all day. Remembered the sun block, forgot to bring cards or backgammon. For a second weekend in a row, Ernie Dieball showed up to tune a few boats and hand out sails, but didn't sail.

We were there because Gus and Rachel Dey said "yes," so we had a recent MSU grad on board for the Sparty Trophy—almost two MSU alumni if Gus hadn't received early admission into dental school. Rachel is the best I've ever sailed with at managing the transition from trim-to-the-spreader marks to trim-to-tel tales in the light and a little too shifty, wonderful when you want to press the bow down for a speed build.

We drifted out to the course and floated around while the puffs oozed onto the lake from several different shorelines. During the day we sailed some E to NE to NW, with an occasional W or SW making things interesting. Four short course races were sailed, and the keys seemed to be connecting the dots

and not being afraid to step out of line to get to a puff, staying wide and out of traffic to maintain momentum at the marks, getting the board up high enough to get around the weather mark in Race 3, and, most importantly, finding a way to recover from second row starts and gracefully get onto port on the relatively short and generally pin-favored starting line.

We spent a patient 2 ½ minutes waiting for the puff with George Siegel at the start of Race 1 but were able to make up most of the distance with a puff that the fleet was reluctant to go get down the "run".

Race 2 we got onto port more quickly, next to Mark Allen, who up to that point was on a hot streak and in a local puff that created huge separation from the rest of the fleet.

Race 3 we escaped a slightly late arrival at the pin by Mike Welch and got onto port soon enough to stay in touch with Commodore George Sipel up an interesting beat that included an unexpected 45-degree lift to the mark to which I was reluctant to commit.

Race 4 saw yet another second row start and some awkward confrontation and confusion in the Klaban zone, while attempting to duck yet another starboard tackler; but it all worked out in the end for us, I guess, and a very well-sailed final race for Matt Morin and 313 in the best breeze of the regatta.

We ended the day with the now traditional beer and chili, some great door prizes that seemed to be won by all the Pontiac sailors, and we packed up watching the kayaks paddle back against a gentle breeze that was mostly settled in to the predicted NW 5-8.

Back at the house, NE 12-15, whitecaps and 54 F.



Pos	Sail#	Skipper	Sub	From	R1	R2	R3	R4	Total
1	14323	John McCree		BCYC	2	1	1	2	6
2	14567	Mark Allen		PYC	1	2	4	4	11
3	14249	George Sipel		North Cape	4	5	3	3	15
4	14760	George Siegle	LSC	LSC	9	4	8	6	27
5	15391	Mike Welch		PYC	5	6	7	10	28
6	14746	Ed Bayer		DYC	8	7	6	7	28
7	15200	Tom Klaban		PYC	3	15/ DNS	5	8	31
8	15313	Michael Morin		CSYC	13	8	11	1	33
9	14468	Mike Moody	LSC	LSC	15/ DNS	15/ DNS	2	5	37
10	1503	Jonathon Ahlbrand	LSC	LSC	11	3	12	11	37
11	15318	Trey Rose		PYC	7	11	9	13	40
12	14710	Neil Willets		PYC	12	10	10	9	41
13	15300	Chris Princing		Tawas Bay YC	6	9	13	14	42
14	14294	Larry Koster	LSC	LSC	10	12	14	12	48

Depowering for Speed – Upwind in 18+ MPH

Tim Healy— *Prior North American Champion, Quantum Sails Newport, Rhode Island*

We have nine controls to depower the Lightning when the breeze blows hard, 18+ mph. These controls are:

1. Backstay, which flattens the main, opens the main's leech and controls the headstay tension.
2. Traveler to windward/leeward, which controls the boom position to windward/leeward without adjusting mainsheet tension or affecting the leech.
3. Traveler height, which controls the leech tension without adjusting the mainsheet tension.
4. Main and jib cunninghams, which flattens the sails and pulls the draft forward.
5. Outhaul, which flattens the main and opens the leech.
6. Jib halyard, which controls the tension of the jib wire and can affect the rake of the mast.
7. Jib lead position, which controls the depth in the lower half of the sail and affects the jib leech tension.
8. Vang, which controls the leech tension of the main.
9. Centerboard, which controls your weather helm and your pointing ability by moving the center of resistance and by adjusting the amount of lateral resistance.

At 20+ mph of wind speed, the backstay should be pulled on about 75% of maximum, which will flatten the sail and open the upper leech. The backstay is used to tension the jib wire and remove jib halyard sag. This is a key adjustment to flatten the jib. When it's blowing 18+, flatter is definitely faster.

You should keep in mind that the jib wire acts as your headstay. This means that the jib wire is taking the load created by the sails and the backstay. Upwind, the headstay is used primarily as a gauge to determine the proper amount of jib halyard tension and mast rake. The amount of headstay that is snaking through the snaps of your jib can be a quick reference for tensioning the jib halyard. You should put marks on the jib halyard track for accurate fine-tuning

of your tension. If you use the jib halyard alone to tension the jib wire, the mast will be pulled forward and the rake will be thrown off. With this in mind, you should tension the jib halyard up to the point where the headstay goes slack. The backstay can now be used to tension the jib wire.

If the mast has too much pre-bend (more than 1" at the deck), it will be too flexible and the backstay will not effectively pull the jib wire tight. If the mast is set-up with the proper amount of pre-bend (3/4"-1"), the mast will be stiffer making the backstay more effective in tensioning the jib wire.

One of the side effects of pulling the backstay hard is that the draft in the mainsail moves back. Tensioning the cunningham moves the draft forward. When it gets windy, you should pull the cunningham on hard. You can't have too much cunningham in heavy air. The outhaul should be pulled close to the maximum in order to flatten the lower half of the main and to open the lower leech.

The traveler should be set somewhere between 3/4" and all the way to leeward. Its height should be lowered to set the main leech tension. The objective for your sail trim is to get the mainsheet between 1/2"-1" from being two blocked. This allows latitude for you to trim the main a little more for more pointing.

The jib leads should be back about 1". This flattens the lower section of the jib slightly and makes sheet tension less critical for the leech. The upper leech automatically opens up during big puffs and then returns to its original setting.

The vang should be pulled on tight in these conditions, but you must ease it before the weather mark so that the boom does not bend or break. Upwind, when the mainsheet is eased for unexpected gusts, the vang helps maintain leech tension. On reaches, the vang should be played constantly, off to relieve weather helm in the puffs and on to power up.

When the wind picks up to 20-25 mph, the sail trim needs to be at maximum de-power. The backstay should be pulled on as far as you can pull it without inverting the sail. This means that the mast should be bending so much that

the shape of the sail has been almost completely pulled out. If the backstay is pulled on too much, the main will invert and develop inversion wrinkles which cannot be pulled out with the cunningham. When this happens, slowly ease off the backstay until the wrinkles disappear.

Remember, in these heavy air conditions the mast should be blocked no further than 1" forward of the neutral position at the deck. The lowers should be tensioned to 29 on the Loos Gauge. If the mast is blocked further forward than 1", or the lowers are too loose, inversion wrinkles will appear sooner as the backstay is pulled tight.

As the wind builds to 25+ mph, the jib leads should be pulled back 2"-3"+. This depowers the jib and allows the top of the sail to twist open in big puffs. As the wind increases, the jib lead should be moved back more. The jib leads should be pulled back when the main has to be eased out frequently for periods of more than a few seconds. This helps give the boat a wider groove and makes the main trim less critical.

The goal in trimming your sails in big breezes should be a flat main with an open leech and a flat jib with an open leech. The traveler should be all the way down to leeward and lowered close to the deck. The boat should be able to be steered through the puffs and waves without making macro-adjustments to any control.

If the boat is still difficult to keep in the groove, raise the centerboard a few inches. This is measured from the stopper pin on the board to the top of the trunk. When the centerboard is pulled up, it pivots on the centerboard pin and the bottom of the board moves in an arc towards the aft end of the trunk. This means that the bottom tip of the board is moving almost directly aft in the first inch or two that the board is pulled up.

When the board is moved back, the center of resistance moves with it. The center of resistance is a point on the centerboard where the sideways resistance can be focused. The center of effort, on the other hand, is the point in the sail plan where all the forces created by the wind and the sails can be focused.

Most Lightnings are set-up with the center of resistance forward of the center of effort because the boat goes faster with a weather helm in light to moderate conditions. This means

that we must be sure that our centerboards can reach the maximum forward position (angle of dangle) and our mast butts must be forward to facilitate a healthy amount of mast rake. Because of this, the boat is difficult to control in 25+ mph of wind speed. The board should be pulled up when the main sheet is being adjusted constantly and the helm is changing from extreme weather to extreme leeward helm.

A secondary consideration to the movement of the center of resistance, is the decrease of exposed surface area of the board. Lightning centerboards are enormous and giving away some of that exposure in heavy air is good. It reduces the feeling of tripping over the board when you are hit by a surprise puff or wave. Raising the centerboard relieves excessive weather helm and gives the boat a wider groove. The centerboard should come up only when all other depowering techniques have been exhausted.

When you have a better understanding of how to depower for speed, the next windy day will be more successful and, above all, more fun. We wish you the best of success in your racing challenges.



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15379 Nickels. Fully loaded with virtually every option, stored in a temperature controlled classic car vehicle facility, sailed only a dozen times-one season,

like new condition, the boat is fast and handles incredibly well. Light grey deck with white hull. Included is the full set of North Fisher Main and Jib and R2 Spinnaker, set of North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer with all options. Many other extra accessories included and additional pictures are available. Total cost was well in excess of \$28,000 Price: \$18,500 303-321-1350 jerry@crestintl.com Photos

15345 Nickels. 2010 top 10 NA's + 2010 top 5 Pan Am Trials. Fully Race Rigged. 2 Piece Travel Cover. Mast Cover. Mooring Cover. 700 lbs with lead correctors. Includes one set of used North Fisher Sails. Galvanized Trailer. \$17,500 or B/O. Boat will be available after mid August 2011. John Faus. 609-658-4000. johnfaus@yahoo.com Photo

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels alumi-

num: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000.

The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15302 Nickels. 2006 Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Rigged with Hugh for charter for the 2006 North Americans and placed in the top 10. Boat and all components in excellent condition. Always dry sailed. Off-White deck with white hull and black rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Three (3) padded hiking straps. The following accessories are also included with the boat. Two full set of North Sail Fisher sails: main and jib (1 heavily used set, 1 moderately used and 1 lightly used set). Two North R2 spinnakers, 1 moderately used and 1 lightly used. UK main and jib, lightly used. Quantum light air spinnaker in good condition. Ronstan tiller extension. Suunto compass. Mooring Cover and Full Rudder Cover. 2006 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire, and aft kickstand. Currently located in San Diego, CA. The boat and all equipment are \$15,000.00. Contact Dale at db@windanseabeach.org or 858-442-7600.

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want ? VSP , a bunch off brand new Fisher/North, I've got them all!!! Base price \$ 15,500 and I'll make you FAST. Cell (239) 503-1210, email info@markbryantsailing.com

14820 Allen. White hull, light blue deck, one owner. Stainless steel centerboard, North Sails -main and jib, good shape. Galvanized trailer, light use as family day sailer, clean. Located in Marion, MA. \$10,000 Call David 508-748-1036 or email davidknott@verizon.net.

14642 Nickels. White hull, white deck with Syracuse University Orange bottom and accent stripes. 2 sets of North sails in good shape. Full set of travel, mast, rudder and mooring covers. Inboard jib tracks and updated car controls. Galvanized trailer. Overall great fresh water boat in excellent condition. \$6,950. Located in Cazenovia, NY just outside Syracuse. Call Rich at (315) 439-9920 or email rhartrt@netzero.com.

14484 Nickels. Lightly-used, well-maintained 1991 boat in very good condition. Dry sailed at Nyack Boat Club, Nyack NY. Beige deck with grey hull, black rub rails, red and blue waterline stripes. Dual side controls with color-coded lines and extensive placarding. Outhaul controls on side consoles. North M-5 Main x 2, Jib x 2, plus standard and light-weight spinnakers. Newest sails from 1995; buy a new set, and race faster. Kit includes stainless steel centerboard, fiberglass rudder, deck compass, aluminum mast & boom, all standing rigging and running lines, spinnaker pole, tiller with extension, lifting bridle, anchor, and rudder cover. Mast and Hull Top & Bottom North travel covers new in 2007. Original mooring cover is on last legs. Also includes Nickels galvanized trailer with front mast stand, steel fenders, and two new tires. Boat is in dry storage at Haverstraw NY. \$5,500. Contact Arthur Broadbent at (201) 670-1210, (201) 259-5662 or AREBroadbe@aol.com.

14478 Allen. White hull with white deck. Full set of sails in good shape. Boat was raced last season, winning the local regatta in Newburyport. Mid and fore deck controls and a mast mount spinnaker halyard. Stainless board, light wooden rudder. Travel cover and dry sailing cover included. Trailer in good shape, bunks replaced last year. \$6,500 Boat located on Massachusetts/New Hampshire boarder. Contact Patrick Gallagher, patrick14384@gmail.com or 978-225-0023

14388 Nickels. Stainless steel centerboard. Boat and all components in great condition for age. Always dry sailed. Light beige deck with white hull and white rub rails. Dual side controls with color-coded lines. Full set of North Sail Fisher sails: main, jib, and spinnaker, great condition for club racing. Second set of North Sail sails: main, & jib. Fully rigged. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Tapered spinnaker lines. Deck compass. North aluminum mast & boom. Spinnaker pole. Tiller with extension. Anchor. Lifting bridle. Mooring Cover Full Rudder Cover. Galvanized Trailer with front mast stand, and steel fenders. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. Additional photos available. Currently in dry storage near Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

14310 Nickels. White, bottom refaired and painted 2001. Allen galvanized trailer, custom top trailing cover, full drysailing cover. 2 suits of North sails. Boat has not been sailed for 5 years, in good shape, located in MA \$5000.00 Phone Eric: 978-424-5835 or eric-cutting@ymail.com

14261 Allen. White hull, blue deck. Dry sailed. Bottom faired by Allen. 703 lbs. with extra weights. SS centerboard. Completely race rigged with double ended foredeck

controls, jib uphaul, handylock adjustable turnbuckles on lowers, trailing and standing covers, Allen trailer with wide bunks, North M5 main, (2) 5A+ jibs, (2) spinnakers. \$6,000.00. Contact Ed Roseberry- Buffalo, NY. (O)716-839-5600. (H)716-835-6091. ecroseberry@att.net

14260 Nickels. Light gray hull, gray deck with blue stripe. Two full sets of North sails (Proctor). The boat is race ready. Deck cover, trailing cover, spare tire are included. \$6000.00 contact John Folwell, jdfolwell@yahoo.com or 573-332-1415 Photos

14068 Nickels. Yellow hull, 2 complete sets of sails, stainless steel centerboard, cover, trailer. Dry sailed, ready to go. Asking \$6,000. Lansing Williams, Chestertown, MD 410-778-2890. slansing@verizon.net Photo

14059 Nickels, good, decent racing condition, Red. Mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiber-glass and original wooden), lightly used Nickels mast. Trailer included, but it probably needs to be replaced, it's fine for around the club, but not good for highway use. We love this boat, but can no longer store it, so it has to go - \$4,500. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

13813 Nickels. Green hull, white deck. Former fleet champ. 1 owner, 99% used in fresh water, wintered every year in barn. Always dry sailed, lifting bridle. Lots of sails, one set still good for racing. Stainless board, Tacktick compass. Allen trailer, w/new rear bunk, mooring cover. \$3,500. Can be seen at Susquehanna Yacht Club between York and Lancaster, PA. Fred Bush, 717-397-8489 or kaynfred53@verizon.net

12379 - Nickels & Holman. 2 owners, 1 scooting, 1 slowing down. The boat is a great, very stable daysailer ideal for family fun or club racing. Includes 2 sets of sails (one set has wrong number), jib and main, plus one spinnaker. New cover. Stainless steel centerboard. Includes a Trailer which is serviceable but not currently registered. May be inspected at the Rock Hall Yacht Club, MD \$2400, Bill Edwards 410-778-5827 for viewing or details. Photo

12359 fiberglass Lippincott. Vintage classic, colored hull in great condition. Professionally restored with a newer (year 2000), premium galvanized Nickels trailer with spare, light bar, kick stand and tall mast bracket. Rigged right, LOADED with many upgrades. New standing rigging, SS centerboard, two complete sets of NORTH sails, two boom tents, all new HARKEN Carbo Blocks, three (3) padded hiking straps. Traditional look; beautifully varnished mahogany brightwork, tiller and rudder. This is a well-maintained, sweet ride with ALL-new color-coded lines, premium hardware, and pin-stop sheeting. Upgrades include Battlestick, Windex, light-air spinningsheets, fast faired VC-17 bottom. Extra's include sails, NEW RITCHIE compass, LOOS tension gauge, lifting bridle, canvas, mooring painter, docklines, flares, PFD's and much

more. EVERYTHING YOU NEED TO START SAILING NOW! Great family day-sailer or race boat. Boat and Trailer only \$4000, ALL extra's, including sailing lessons \$2000. Must See! Located near Lake Geneva, WI. (262)723-8771, tim@totalmarinesupply.com

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindscamp.org

10330 Allen. Fiberglass hull, mahogany trim, aluminum spars, steel centerboard, trailer. 2,500 OBO. Located in Topeka, KS. jayhawk1213@sbcglobal.net Photos

9655 Fiberglass Lippincott. Aluminum spars, steel centerboard, main, jib, spinnaker, compass, road trailer, dry sailed. Original papers, 2 owners in 46 years. Respectable condition, but needs a little TLC to be competitive. Hull is white and interior has wood benches which are in good condition. Located at Severn Sailing Association, Annapolis, Maryland. Asking \$1500.00 but negotiable. Pictures upon request. Jim Bielefeld, 443-778-6969 (W), 410-381-0618 (H), Jim. Bielefeld@jhuapl.edu

8676 Lippincott, wooden. One owner, always dry sailed. Wooden mast and boom. Includes wide trailer, hoisting tackle, Danforth anchor and line, good paddle. Deck needs new canvas. This boat is a good candidate for refinishing into a real beauty (natural finish inside, white hull with red and blue waterline stripes). Boat can be seen on the Eastern Shore of Maryland about 10 miles from the Chesapeake Bay Bridge. \$1,500 Contact Herman Henschen, (410) 758-0273.

8033 Lippincott wood lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221 12/17/2010 Photos

7868 Lars Olsen design, made in Red Bank NJ in 1960. The hull is glued cedar plank; the sole is teak, with mahogany trim. It was rebuilt in 1970 in Saybrook CT. Four owners, only fresh water sailed. Teak & mahogany inside, and has a plywood deck. I gave the original mast/boom to another woodie owner, and replaced with aluminum spars from someone in the Mallets Bay fleet. It's on a decent trailer w/new tires. When I pulled it in 2007, I flipped the boat and completely repacked the hull batting, and used potting compound on the keel plate. I removed the bottom coat, and re-coated with Interlux. The boat has been stored inside, under cover since then. The only work I see is to fabricate/replace a plate on one of the two bailers; I had installed a knotmeter transducer using the left bailer location, and then removed the knotmeter and the transducer plate, leaving a void around the bailer location of the same size as the original Harken (?) bailer. The *.pdf shows an aluminum tiller and fiberglass rudder; this is not what I'm offering, as that tiller/rudder is used on my

1988 boat (#14297). What goes with #7868 is the wooden tiller and wooden rudder from the 1988 boat (swap). Also shown in the *.pdf is the aluminum boom, along with the aluminum mast that is included (and not the original spruce spar/boom). \$2,000 OBO, Located in Calais, Vermont. Bill Powell 802-223-1305 Bill.powell@wec.coop

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net Photos

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

6431 David Beaton & Sons Build, 1950's. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommendable. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Waretown, N.J. Asking price from present owners: \$1,500. oo, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

6343 Wooden Lightning. Structurally sound. Needs cosmetic work. Once owned by Senator Ben Smith, former World Champion. Can be seen at Montgomery Boatyard in Gloucester, Mass. Contact David Montgomery, 978-283-0262 DHM@DavidHMontgomery.com

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Robert Bernhardt, Scott Kirrchhar
and Matt Sbaschnig #15201 at the
2011 Texas Districts



International Lightning Class Association

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