



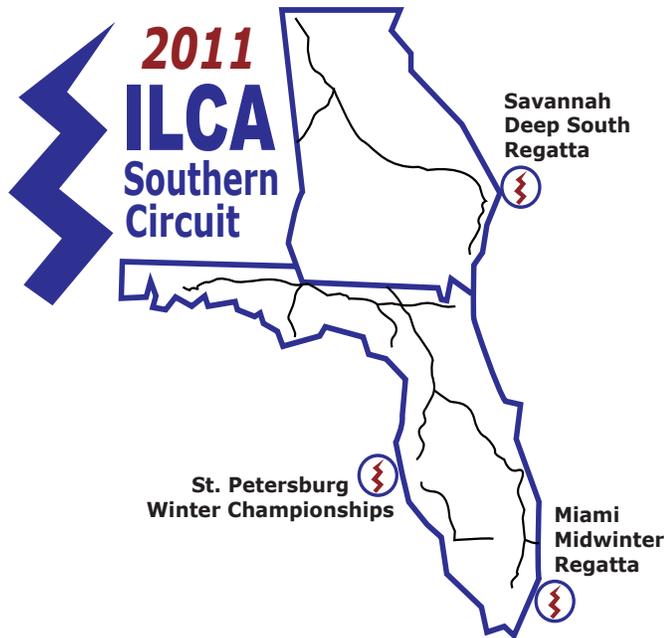
International

Lightning

Flashes

December, 2010/January, 2011, Volume 70, No. 9

2011 Southern Circuit



Most of you are probably over the winter weather and cold temperatures at this point! As Rob Ruhlman mentions in his President's Report, Florida is the only state at the moment without SNOW! The Southern Circuit begins in less than 55 days. Treat yourself, your family and your crew and make plans to head SOUTH!

Southern Circuit: Series of three regattas sailed over eight days in Georgia and Florida.

Stop 1: Savannah Yacht Club Savannah Georgia, March 12-13



This is a great regatta with wonderful southern hospitality! It is a great time to catch up with fellow Lightning sailors and to check out the new boats on the block. It is rumored that we might even have two wooden boats in attendance! David Starck has won this regatta multiple times and will again be hosting a talk about sailing on the river on Saturday morning prior to the skippers' meeting. Racing typically begins late morning, so there is plenty of time to set up your boat in the morning. Saturday night the Savannah Yacht Club puts on an incredible Oyster Roast with a full buffet dinner of many other wonderful offerings!

This year the fun and games will be back. Start practicing your knots for a head to head knot-tying competition. Who will walk away as the overall knot-tying champion??

**Savannah Tips: bring some bug spray or dryer sheets (tip from Amy Linton!) The nats at times can be a bit distracting on shore.

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Stop 2: Coral Reef Yacht Club Coconut Grove (Miami), Florida. March 14-16

Most of the fleet rolls into the parking lot by mid-morning. This gives you plenty of time to fix the things that you broke last fall and remembered were still broken when you tried to use it in Savannah! Allan Terhune from North Sails will be conducting an on-the-water Lightning Lab on Monday afternoon. This is Allan's favorite place to sail—come and learn his secrets to sailing in Miami. The Coral Reef Yacht Club spoils us, and registration includes breakfast each morning, dinner Tuesday evening (can someone say Hula Hoop??) and a snack during the awards ceremony!

**Miami Tip – Hotel block is being arranged at the Residence Inn by Marriott Miami, Coconut Grove. Please watch the ILCA website for more information on this incredible deal! And remember to bring your sunscreen!!



Stop 3: St. Petersburg Yacht Club St. Petersburg, Florida. March 17-20

It's a mad dash from Miami to St. Petersburg on Wednesday evening. Many try to make it to the St. Petersburg Yacht Club for a late dinner. That gives you all day on Thursday for sun and fun! Skip Dieball from Dieball Sailing will be leading Lightning Lab on



President's Column

Robert Ruhlman

I've always thought about the future: where will I be in five or ten years; what will my kids be doing when they grow up; what will my grandchildren be like; when will I be too old to think about winning the NAs? Never did I consider the possibility of writing the President's column in the last printed and mailed Flashes!

Yes, this will be the last Flashes to be printed and mailed to the membership. The Governing Board agonized over this decision at the Annual Meeting during the NAs in Toms River, but in the end, we acquiesced to the realities of the day—recognizing that the time involved and the expense to the Class of printing and mailing Flashes, in addition to its electronic distribution, simply was no longer warranted. As one who has literally kept every single issue of Flashes since I began receiving them a long, long time ago, I have mixed emotions about all this, but I must admit, I feel some relief in knowing that I'll have a little bit less to store going forward.

Beginning with the next issue, the electronic version should be printable if you so desire. We do have a few bugs to work out between now and then, but Laura and Sherryl are on the case. Many thanks to them! And, so you don't get left out like my daughter, Maegan, seems to have been. Please make sure the Class Office has your current e-mail address!

I'm afraid by the time I am done with this column it will sound more like a "punch list" than my usual literary masterpiece, but there's a lot to cover, and I want to keep it brief.

MEMBERSHIP AND FLEET DUES ARE DUE! Can I make it any plainer? Unlike your tax dollars, your membership dues are treated with respect, careful consideration and detailed planning. Whether you are a regatta circuit regular, a weekend warrior or a fan of the simple pleasures that day sailing a Lightning can bring, please take the time to support our terrific class, if you haven't already. And 'thank you' to those who already have. If you are planning on attending the Southern Circuit, you will certainly make Laura's life, as well as your own, much easier if your dues, as well as your Fleet's, are current before you arrive!



Speaking of the Southern Circuit, I look forward to being there with those of you who will be attending. While plans are well underway, Laura Jeffers is pulling double duty as Class Executive Secretary and Southern Circuit Chair, so don't hesitate to volunteer to help if you are so inclined. We will be having a Governing Board meeting Thursday morning at 9:00 AM and a General Membership meeting Thursday evening immediately following the Skippers' Meeting. There are a number of proposed changes to our By-Laws, Constitution and Articles Governing documents which require ratification, as well as some other issues, all of which are referenced in this issue of Flashes, as well as being posted on the web site. Great thanks and much appreciation to the committee of Darryl Waskow, John Faus, David Sprague, Dean Cady, Bill Clausen and Bill Fastiggi for their support and efforts in revising our Class documents to bring them in line with US Sailing's requirements.

We are very lucky to have Monica Jones, Buffalo Canoe Club, Fleet 12 member, take on the role of 2011 Yearbook editor! Thanks, Monica! The general theme this year will focus on junior sailing in the Lightning Class throughout the World, with an eye toward the 2012 Junior Worlds in Finland. Any and all thoughts regarding articles and photos are certainly welcome. Please be sure your 2010 Fleet reports are submitted by February 15.

If you missed it in the last Flashes, Matt Princing wrote a neat piece that was republished in Scuttlebutt about Lightning sailing and his family. Matt and his family sail 14937, "Scars and Scrapes," out of Bay City, Michigan, Fleet 216. You can access the article at http://www.sailingscuttlebutt.com/archived_Detail.asp?key=4606. Thank you, Matt!

According to the Weather Channel today, for the first time in recorded history, 49 of our 50 States have snow simultaneously. The lone holdout—Florida! So, get those Christmas decorations put away, order that new spray top, make those hotel reservations, and we'll see you at the Southern Circuit!

Cheers,
Rob

Our apologies, The Red Flannels article in the last Flashes was written by Bill Faude, we incorrectly credited David Stix. Also, we would like to credit Matt Potvin of Matt Potvin Photography for taking the photo of Nick Turney leading the Lightning Lab at Susquehanna Yacht Club last summer. This photo was published in the most recent issue of Sailing World.

International Lightning Class Association

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Official Notices

Notice of Meetings:

The next Governing Board Meeting of the ILCA will be held Thursday, March 17, 9:00 AM in the Quarterdeck Room of the St. Petersburg Yacht Club.

The next General Meeting of the ILCA will be held Thursday, March 17, 6:00 PM in the Ballroom of the St. Petersburg Yacht Club.

International Lightning Class By-Laws — Proposed Revisions

ARTICLE II — DUES

- 5. Dues are payable during January and are good for the calendar year. New members who pay their dues after June 1 shall have their membership extended to January of the second following calendar year. Members dues shall be paid directly to the Association or collected by the Fleet and forwarded to the Association. ~~(March 2002)~~
- 6. All money paid to [I.L.C.A.ILCA](#) as dues in excess of the regular dues for Active Members, Associate Members, and Crew Members shall be charitable contributions to the [I.L.C.A.ILCA](#).

ARTICLE VII — MEASUREMENTS AND CERTIFICATES

- 3. The Association's Certificate shall be binding upon all organizations conducting races for the Lightning Class. A sailboat holding such Certificate shall not be subject to remeasurement ~~or protest (This modifies RRS 60)~~ on measurements unless reasonable grounds can be shown to suspect that the sailboat would not meet certain specifications of the Lightning Class. A sailboat is always subject to remeasurement by order of the Governing Board, Measurement Committee, or Executive Committee.
- ~~5. Protest of measurements of a certified Lightning sailboat which holds a Measurement Certificate must include Twenty five dollars (\$25.00) deposit plus measurement fee returnable only if sustained. This changes RRS 64.3 (d)~~
- ~~5. BOAT MEASUREMENT – fee is a business arrangement between builder, owner, and measurer. ILCA is not responsible for failures to furnish approved certificates, lost measurement data, etc.~~

~~6.~~

ARTICLE VIII — RACING RESTRICTIONS

- 4. No sails other than approved jib, mainsail, and spinnaker can be used. Mainsail and spinnaker must carry the number of the sailboat. A different number may be used if properly obtained by the user, applied as required by the Specifications, and subject to requirements detailed in Notices of Race and [Rules Articles](#) Governing Sanctioned Regattas. ~~(March 2005)~~

ARTICLE XI — SANCTIONED CHAMPIONSHIP REGATTAS

- 1. Sanctioned Lightning Class Championship Regattas are the World Championship; Youth World Championship; International Masters Championship; North American Championship; North American Masters', Juniors' and Women's Championships; South American Championship; European Championship; District Championships; and the Canadian Open Championship. ~~(April 2003)~~

ARTICLE XIII — PROMOTIONAL FUNDING

Vice Presidents representing individual countries or areas shall encourage and supervise promotion of the Lightning Class in their respective countries or areas. When the financial assistance of the [I.L.C.A.ILCA](#) is desired, a promotional plan shall be submitted to the Governing Board for review and approval. This plan shall outline the activities to be undertaken, responsible persons or organizations, period of time covered, anticipated results or benefits, and estimated costs, together with a statement of the funds to be provided by the country or area in question and the funds requested of the ~~I.L.C.A.ILCA~~.

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~~Updated including all amendments passed in April 2010.~~

[Updated December 2010](#)

International Lightning Class Association Constitution – Proposed Revisions

ARTICLE IV – POLICY

2. To rigidly maintain the one-design features of Lightning Class sloops, as designed by Sparkman and Stephens, Inc., (plan No. 265), to insure that all Lightning Class races shall be to determine the skill of the skipper and crew. The Constitution, By-Laws, [Rules Articles](#) Governing All Sanctioned Lightning Class [Regattas Championships](#), and Measurement Specifications, [collectively known as articles governing sanctioned ILCA events](#), shall be interpreted to insure competition between boats of identical design. Design changes tending to increase costs and to out-class boats now certified by the ILCA shall not be permitted.

ARTICLE VI – JURISDICTION

The Association has jurisdiction over all Lightning activities. Its Class [Rules Articles](#) govern all Lightning races. Its Constitution, By-Laws, [Rules Articles](#) Governing All Sanctioned Lightning [Class Championships Regattas](#), and Measurement Specifications are binding upon all Members and Fleets. All registered Lightnings must conform to its official plans and specifications.

ARTICLE VIII – MEMBERSHIP ELIGIBILITY

1. The membership in the Association shall consist of four classes: Life, Active, Associate, and Crew as follows:
 - (b) An Active Member must be either an owner or part-owner of a Lightning, a Service Fleet representative or the representative of a wholly owned Club Fleet, and a member of a Fleet if in a locality in which there are three or more Lightnings in close enough proximity to permit racing together; provided, however, the bona fide leasee of a Lightning holding title thereto under written lease recorded with the Executive Secretary, shall be deemed eligible for active membership with the privilege of participation in all Class activities, subject to the express provisions of the ILCA Constitution, By-Laws, [Rules Articles](#) Governing All Sanctioned Lightning Class [Regattas Championships](#), and Measurement Specifications; provided further that in cases where a Lightning is owned by an organization (Fleet, Club, Association, Corporation or Government Agency) the owner can designate up to two individuals as its representatives for such boat and those representatives shall be deemed eligible for Active Membership. An Active Member is privileged to hold office, to vote, and to skipper a Lightning in accordance with the By-Laws. Active membership shall be retained until the end of the fiscal year in which the member ceases to be a Lightning owner.

ARTICLE XI – DISTRICT OFFICER METHOD OF ELECTION AND DUTIES

1. District ~~of~~ officers shall be elected, as set forth below, and shall serve through the next annual meeting or until their successors qualify. Each District shall endeavor to hold its district election before the end of each calendar year. If any district shall not have given written notice to its members that such meeting will be held before February 1, the President of the ILCA shall appoint a Commodore and Secretary, for such District to serve for the unexpired portion of that calendar year. The officers are:
 - (a) DISTRICT COMMODORE – who shall be a member of the ILCA and have general supervision over all LIGHTNING activities in his or her District.

ARTICLE XIII – APPOINTMENT OF OFFICERS AND COMMITTEES

1. The following Committees shall be appointed by the Executive Committee and shall serve through the next Annual Meeting or until their successors are duly qualified:
 - (e) The Racing Rules Committee shall keep ILCA Instructions to Race Committees and [Rules Articles](#) Governing All Sanctioned Lightning Class Championships current and practical, subject to ratification by the Governing Board. The Committee shall assist local regatta and race committees in the planning and execution of major sanctioned regattas, including the review of the Sailing Instructions prior to the event.

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 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. ~~(July 2001)~~
5. The Rules Governing all Sanctioned Lightning Class Championships or the Specifications may be amended by a two-thirds (2/ 3) vote of an eighty percent (80%) quorum of the Governing Board, after publication of the proposed amendment on the ILCA web site and in Flashes at least sixty days before the Governing Board vote; subject to the approval by the Measurement Committee where specifications are involved. ~~(July 2001)~~

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[Updated August 2001 including all amendments passed July 2001.](#)

[Updated December 2010](#)

Rules Governing All Area Lightning Class Championships — Proposed Revisions

This document will now be the only document Governing All Sanctioned Lightning Class Championships.

RULES DOCUMENT GOVERNING ALL AREA SANCTIONED LIGHTNING CLASS CHAMPIONSHIPS

ARTICLE I – PURPOSE

1. These Rules articles shall govern all area sanctioned Lightning Class Championship Regattas in accordance with Article XI of the By-Laws including but not limited to Districts, Area, and World Championships.
2. These Rules articles shall be supplemented by written Sailing Instructions that shall rank as Rules and may alter a Rule by specific reference to it. The Sailing Instructions shall be approved by the I.L.C.A.:ILCA Executive Committee or if the E.C. is unavailable the Organizing Authority.
3. The Sailing Instructions shall not alter:
 - (i) Articles I through VII
 - (ii) Article VIII, Paragraphs 2, ~~4, 5,~~ and 9
- ~~4. The Sailing Instructions shall include Article VIII, Paragraphs 4 and 5.~~

ARTICLE II - ORGANIZING AUTHORITY

1. Sanctioned Lightning Class Championships shall be organized by the International Lightning Class Association, either with the approval of a National Authority or in conjunction with a Club or Regatta Committee affiliated with a National Authority.
2. The responsibility of arranging for proper facilities, entertainment, awards, etc. shall rest with the Fleet in whose waters the series is held, but in no case can the series be held in a facility where the presence of overhead power lines could constitute a danger to participants.

ARTICLE III - PERPETUAL TROPHY

1. A perpetual award should be provided for each Championship and should be inscribed to include the words "International Lightning Class" before the name of the Championship.
2. Held by the Fleet of the winner until the next Championship, subject to the order and approval of the governing authority.
3. Right, title, and interest in and to perpetual trophies shall always be in the name of the governing authority for such Championship or the donor of the trophy, who may impose any conditions necessary to safeguard same.

ARTICLE IV - TIME AND PLACE

1. District and Area Championships shall be contested annually.

ARTICLE V – ENTRIES

- 1a. Approved Measurement Certificate must be on file in the I.L.C.A.:ILCA Office for each boat entered. No entry shall be accepted which does not meet all the eligibility requirements.

ARTICLE VI - ELIGIBILITY

(Note: Consult carefully the I.L.C.A.:ILCA Constitution and By-Laws on membership and measurement qualifications and other details affecting eligibility.)

1. Boat must be certified eligible by the Measurement Committee before it can be entered in any area sanctioned Championship. Boat, sails, spars, and equipment must be made available for measurement and inspection before the area sanctioned Championship; and any or all yachts or portions thereof may be ordered remeasured by the Measurement or Executive Committees.
2. Boats must hold valid Measurement Certificates, including Mast Certifications, and must display valid membership decal and mast decal. Measurement Certificates must be presented at time of Measurement. Each boat shall carry a fluke-type anchor weighing at least 1.8 Kg (4lb) with a minimum of 15.24 m (50 ft) of line attached for towing or anchoring a Lightning. The line shall be a minimum of 15.24 m (50 feet) in diameter and it shall be made of Nylon or Dacron. In addition, a compass, a minimum one gallon bucket, a paddle, an approved wearable life preserver for each person on board, a throwable life preserver (cushion), and a whistle unless modified with the approval of the Measurement Committee. Modifications should be included in the Notice of Race. Each yacht must be equipped with a centerboard preventer.
3. (a) All sails shall bear an Official Royalty Label as provided for in the I.L.C.A.:ILCA Specifications, and Mainsail and Spinnaker numbers shall be the same. When sail measurement is required, each sail shall be stamped with an approval stamp by a representative of the Measurement Committee prior to the first race.
(b) Sail Measurement - Only five sails shall be approved for use, consisting of one main, two jibs, and two spinnakers. All sails being measured shall be dry and at room temperature. Sails which do not mea-

sure may be returned to the owner for correction if such correction can be made within a reasonable time before the Sail Measurement Committee terminates its measuring of contestants' sails. When said sails are remeasured, the committee may or may not, at their option, recheck all measurement points.

4. Skipper (Helmsperson) must be a Life, Active or Associate Member who meets the requirements as defined in the [I.L.C.A.-ILCA](#) Constitution.
5. Crew must be Active, Life, Crew, or Associate Members of the [I.L.C.A.-ILCA](#) and shall be designated distinctly as Crew. They shall serve as such, only touching the tiller for brief temporary relief. Such periods may include the time required to set, jibe, or douse a spinnaker or repair damage to rigging, but no longer.

ARTICLE VII - SUBSTITUTION

1. There will be no substitution of Skipper.
2. Once the ~~Area~~ Championship has begun, yacht and crew must sail throughout, except in the case of proven accident or illness. Prior to a given Championship series permission may be granted for the use of a specified alternate crew for a specified race or races. Permission for substitution in such cases may be obtained from the [District Officers or](#) Organizing Authority or directly responsible if the Executive Committee is not available to render a decision. Such permission must be denied if unfair advantage is gained thereby or if not absolutely necessary.
3. If a sail is damaged substantially during the championship, the sail may be replaced with a sail which shall be measured, and which shall be of the same brand, if possible, and with no less use than the damaged sail. Any substitution shall be done with approval from a member of the [Event](#) Measurement Committee or by the Race Committee Chairman.

ARTICLE VIII - RACING CONDITIONS

1. The number of scheduled races shall be six or more as determined by the [Executive Committee or if the E.C. is unavailable the Organizing Authority. Governing Authority.](#) If the number of completed races is five or less, all will be scored; if six or more, one race will be discarded. [This changes RRS A2 and shall be included in the Sailing Instructions to be valid.](#)
- ~~2. The International Lightning Class Association adopts Category C in accordance with RRS Appendix 1, ISAF Regulation 20, with the restriction that advertising is permitted on hulls only. However, club or invitational events may be restricted to Category A, as provided under Regulation 20.4.4 of the Advertising Code, with the approval of the National Authority of the organizing club. (April 2003)~~
- ~~2. Per ISAF Regulation 20 (the Advertising Code) the International Lightning Class Association restricts advertising to hulls only. Further club or invitational events may prescribe that no Advertising may be displayed if stated in the NOR and SIs.~~
3. Time limit shall be three and one-half (3-1/2) hours. If one yacht finishes within this limit, all must be timed. If no yacht completes four legs (or three legs in the case of a windward-leeward course) within two hours and ten minutes (2:10), the race shall be abandoned and, if possible, resailed. [This section shall be included in the Sailing Instructions to be valid.](#)
4. Scoring – [Scoring shall be per RRS Appendix A.](#)
 - ~~(a) Abbreviations for scoring shall be in accordance with RRS (2001-4) Appendix A-11. Appendix A-SCORING ABBREVIATIONS~~
 - ~~(b) Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first yacht scores 1 point, second yacht scores 2 points, and so on. "DNC", "DNS", "DNF", and "RAF" score points equal to one more, and "OCS", "DNE", "BFD", and "DSQ" score points equal to two more than the greatest number of yachts eligible to start in any race of the series (in any flight of the series, when it involves the Qualifying Series of the North American Championship). "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress. This Changes RRS A4.2~~
 - ~~(c) Each boat's total score will be the sum of her scores for all races, excluding her worst score if so provided in the Notice of Race and Sailing Instructions. The boat with the lowest total scores wins. This Changes RRS A2~~
 - ~~(d) The Notice of Race and Sailing Instructions shall include paragraphs 4 a,b,c, and d, the last paragraph modified to note the provision for exclusion of the worst score, if applicable.~~
5. Ties – [Scoring shall be per RRS Appendix A.](#)
 - ~~(a) Boats which tie in a single race shall score points equal to the best position involved. The position(s) immediately after shall remain vacant (if two yachts tie for first place, both are scored 1 point, and the next yacht to finish scores 3 points). This paragraph modifies RRS (2001-4) Appendix A-7. This Changes RRS A8~~

(b) When there is a tie on total points between two or more boats at the end of a series, the tie will be broken in favor of the yacht or yachts with the most first places, and, when a tie remains, the most second places, and so on.

When a tie still remains, it shall be broken in favor of the boat which beats the other(s) in the last untied race of the series. All races, including those possibly excluded in calculating total scores in accordance with paragraph 4 d shall be considered for the purpose of breaking ties. This paragraph modifies RRS (2001-4) Appendix A A8.2.

(c) The Notice of Race shall reference and Sailing Instructions shall include paragraphs 5. (a) and (b).

6. The total of those races comprising the championship must be started or abandoned by the day and hour set forth in the Sailing Instructions. In case a race or races are abandoned, the final scoring shall be based upon all the completed races, allowing for drops per the SIs or RRS. This Changes RRS A2 and shall be included in the Sailing Instructions to be valid.
7. ~~The right of appeal shall be denied and the Notice of Race and Sailing Instructions shall so state.~~ The right of appeal shall not be denied except in specific circumstances as stated in RRS 70. Exceptions to this must follow RRS 70 and may include qualifying regattas or the decisions of an international jury.
8. The act of deliberately sacrificing one's own chances of position in a series, thereby materially affecting the position of other competitors, is prohibited and shall be grounds for disqualification. Covering or luffing, providing the yacht is sailing within the racing rules and in a manner consistent with maintaining or bettering her position in the race or series, shall not be deemed team racing tactics. In flagrant cases affecting the point score of the leaders the Race Committee shall have the power, ~~with or without protest,~~ to order the race resailed, bar the offender from the resailed and remaining races by protesting and recommend his or her suspension from the Association to the Board of Governors.
9. The 720 degree turns penalty as provided in RRS ~~(2001-4) Rule~~ 44.2 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one full turn or 360 degree instead of two. The Notice of Race and Sailing Instructions shall include this provision. This changes RRS 44 and shall be included in the Sailing Instructions to be valid.
10. Starting. The Executive Committee shall approve the starting sequence. If the Executive Committee is not available to render a decision approval may be obtained from the District Officers or Organizing Authority as appropriate.
11. End of Racing. RRS 27.3 shall be modified as follows: the Race Committee or Organizing Authority shall not abandon (or cancel) a scheduled race, or races, before the starting signal without approval of the Class Governing Authority. This change s RRS 27.3 and shall be included in the Sailing Instructions to be valid.
12. Propulsion.
Modifying RRS 42.3(~~bc~~), "On a free leg of the course, when surfing (rapid accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used." This Class Rule changes RRS 42, and shall be included in the Sailing Instructions for informational purposes only.
13. PROTEST TIME LIMIT - The question of legality of sailors or equipment must be challenged within the time limit (for filing protests) prescribed in the ~~race circular~~ Sailing Instruction for the regatta in question. ~~(Oct-66) (Executive Committee Ruling, ratified by Governing Board). (incorporated into Rules articles April 2003)~~
14. DRY SAILING - In the absence of any limitations imposed by the local committee due to inadequate facilities, boats at all sanctioned regattas may moor in the water or haul out between races according to the wishes of the skipper. ~~(May 67) (Executive & Measurement Committee Ruling). (incorporated into Rules April 2003)~~
15. SUPPORT BOATS: Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel. ~~(incorporated into Rules April 2003)~~ This section shall be included in the Sailing Instructions to be valid.

ARTICLES IX - NOTICES

1. Official notices of hearings, decisions, procedures, and instructions shall be served upon all parties by posting on a designated "official bulletin board." Such notices would apply particularly to changes in the Sailing Instructions, time and place of races and such other important details as may be required. Responsibility for seeing such notices rests with each contestant.

THE FOLLOWING ARTICLES APPLY IN ADDITION AT THE SPECIFIC REGATTAS AS NOTED.

ARTICLES WHICH APPLY SPECIFICALLY TO DISTRICT CHAMPIONSHIPS

ARTICLE II - ORGANIZING AUTHORITY

1.1. District Lightning Class Championships shall be organized by one of the Fleets or Districts.

ARTICLE VI – ELIGIBILITY

6. When a JUNIOR or WOMAN has qualified in the District they must go to the N.A.s via that route (instead of waiting and qualifying via the Juniors' or Women's Championships). (*incorporated into Rules April 2003*)
7. When a JUNIOR or WOMAN has not qualified in the District they may go to the N.A.'s via the Juniors or Women's (even though they raced in their District Championship). (*incorporated into Rules April 2003*)

ARTICLE VIII - RACING CONDITIONS

1.1. For Districts whenever possible the number of scheduled races shall be no less than five. Provision shall be included for disposition of scheduled races which are made impossible or unsafe by weather conditions. In no case shall a Championship, a qualifier for an area Championship, have less than three (3) races count unless it is clearly stated in the Sailing Instructions prior to the first race of the series. If fewer than three races are sailed, it shall be up to the Organizing Authority of the regatta to determine when, or if, the regatta can be resailed in order to get a fair test of skill to determine the appropriate representatives. Only those eligible to qualify in the first series shall be allowed to qualify from the second series. Further that the second series shall count the one or two previous races that were held as part of the races for the second series. The above stipulation will only be for the part of the regatta that is used for a qualification and will not affect the awarding of a championship trophy or such title unless specifically mentioned in the Sailing Instructions. The number of races, races needed for a drop, and minimum number of races needed to be scored for qualification purposes shall be included in the Sailing Instructions to be valid.

ARTICLES WHICH APPLY SPECIFICALLY TO AREA CHAMPIONSHIPS

ARTICLE V - ENTRIES

1. Qualifying races shall be conducted in accordance with these Rules-articles. From any district, the member having the best score among those eligible, willing, and able to represent the district, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the district is entitled. A district shall always be entitled to at least one entry. Qualifying races must be free from discrimination and be open to every active member of the group. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular group holding the series. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to which the group is entitled.
2. Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the governing authority for the Championship. Alternative entries may be submitted prior to this date. Approved Measurement Certificate must be on file in the I.L.C.A.-ILCA Office for each yacht entered. No entry shall be accepted which does not meet all the eligibility requirements.
3. The Vice President in charge of area championships shall be given an automatic entry into their respective championships.

RULES ARTICLES WHICH APPLY SPECIFICALLY TO THE NORTH AMERICAN CHAMPIONSHIP

ARTICLE X - TROPHY

1. The trophy may be retired by any Skipper winning it for the third time, if permitted by the Deed of Gift.

ARTICLE XI - TIME AND PLACE

1. The North American Championship shall be awarded to a club or organization meeting the following criteria:
 - (a) A formal bid is submitted to the ILCA Office and the Vice President of North American Championships.
 - (b) The Championship cannot be held in a District if the North American Championship has been held there in the last three years.
 - (c) The Championship shall not be held in waters which are not satisfactory nor where physical facilities or hosting capacities are unsatisfactory for conducting such an event.
 - (d) The Championship shall not be held where the best interests of the Class might be jeopardized.
 - (e) The bid shall include accommodations to host or co-host the North American Women's, Masters and Juniors Championships.
2. The Executive Committee shall choose the location for the Championship from bids obtained and solicited by the Class Office and the Vice President of North American Championships.

3. The Championship shall begin no earlier than the first Saturday in August.
4. The exact time and location of the Championship shall be determined by the Executive Committee, who may deny the privilege to any Fleet who, in their estimation, does not have the physical facilities and capabilities to conduct such a regatta. Such time and place shall be announced at least one year in advance of the date set.

ARTICLE XII - ENTRIES

1. Approximately 110 boats shall be entitled to enter the North American Championship Regattas. The exact number of entries from each District shall be determined each year by the Executive Committee as a percentage of each District's Active and Life Members so as to attain an entry list of approximately 110 boats. Such percentage shall be announced no later than March 15th and will be applied to the number in good standing as of thirty days prior to the first race of the North American Championship Regattas. Each District shall be entitled to one additional boat for every three boats that qualify for the North American Championship Blue Fleet the previous year. All members of the Executive Committee, the reigning Champion and the reigning World Champion do not have to qualify for the North American Championships and shall not count toward a District's Quota. The Host District shall have its North American quota doubled.
2. The Executive Committee may permit Skippers from outside North America to compete, but no such Skipper shall be eligible for a qualifying berth from North America to the World Championships.
3. From the [I.L.C.A./ILCA](#) Junior, Women's and Masters Championships one or more Skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regattas in accordance with the following formula: One Skipper qualifies if the Fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc.
4. For Masters' North American Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship. (incorporated into Rules April 2003)

ARTICLE XIII - RACING CONDITION

A-ELIMINATION RACES

1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible.

Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed. If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed. [This changes RRS A2 and shall be included in the Sailing Instructions to be valid.](#)
2. The right of appeal shall be denied [for the qualifying series per RRS 70](#). The Notice of Race and Sailing Instructions shall so state [and there are specific stipulations in RRS 70](#). [The Executive Committee may waive this requirement if the host venue can not meet the requirements of RRS 70.](#)
3. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the final series to determine the North American Champion the Fleet will be increased to 34 and all Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where more than 35 remain after selection of the Championship group, a Governors' Cup series will be conducted. In such case the remaining Skippers shall be divided equally between the two series with those totaling the [most least](#) points sailing in the Presidents' Cup series. Skippers tied for the last qualifying position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd Skipper should the number to be divided be unequal.

B-FINAL SERIES

1. The number of races scheduled in each of the final series, Championship, Presidents' Cup and Governors' Cup, shall be six, five of which will be scored. If, at the end of scheduled racing, two races or less have been completed, the final results of the Qualifying Series (including ties) will be counted as one race in the Championship Series, Presidents' Cup and Governors' Cup. In case the defending North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Championship Series will be counted as one race. [This changes RRS A2 and shall be included in the Sailing Instructions to be valid.](#)

ARTICLE XIV - QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined by the order of finish in the North American Championship selected by the Executive Committee as being reasonably far in advance of the World Championship to permit planning by the Skippers and crews entitled to attend. Such selection shall be announced no later than the announcement of the time and place of the selected North American Championship. North American Championship Skippers shall have preference, followed by Presidents' Cup Skippers, and then Governors' Cup Skippers. Should this procedure fail to produce the number of qualifiers to which the Area is entitled, the entry list shall be closed without further consideration.

~~RULES-ARTICLES~~ WHICH APPLY SPECIFICALLY TO THE EUROPEAN, SOUTH AMERICAN, AND OTHER AREA CHAMPIONSHIPS

ARTICLE XV - TROPHY

1. The trophy may be retired by any Skipper winning it for the third time.

ARTICLE XVI - TIME AND PLACE

1. The Championship shall be held in the home waters of the Fleet having last won the event, except:
 - (a) It cannot be held by the same Fleet two consecutive years.
 - (b) It cannot be held for more than two consecutive years in the same District.
 - (c) It shall not be held in waters which are not satisfactory nor where physical facilities of hosting capacities are unsatisfactory for conducting such an event.
 - (d) It shall not be held where the best interest of the Class might be jeopardized.
2. The Championship shall be held at a time suitable to the climate of the area.
3. The exact time and location of the next Championship shall be determined by the governing authority of the Area, who may deny the privilege to any Fleet who in their estimation does not have the physical facilities and capabilities to conduct such a regatta. Such time and place shall be announced as early as possible.

ARTICLE XVII - ENTRIES

1. Entries may be limited, if necessary, by the governing authority of the Area.
2. Skippers from outside the area may be allowed to compete, but no such Skipper shall be eligible for a qualifying berth from that Area to the World Championship.

ARTICLE XVIII - QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined as provided in Article V, ~~Rules-Articles~~ Governing all Lightning Class World Championships.

~~RULES-ARTICLES~~ GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

ARTICLE III - PERPETUAL TROPHY

- 1.1. The trophy may be retired by any skipper winning it for the third time, if permitted by the Deed of Gift.

ARTICLE IV - TIME AND PLACE

1. The World Championship shall be held in a different major geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in an Area which has not held it for the greatest length of time.
2. Major geographical Areas shall be North America, South America, and Europe. The Governing Board shall review these groupings at least each two years immediately following the World Championship and take such steps to revise this article as may be indicated by an increase or decrease in Lightning Class activity in all the areas of the World.
3. The exact time and location of the next World Championship shall be determined by the Executive Committee and shall be announced at least one year in advance of the date set.
4. The World Championship shall be held within the calendar year in the odd-numbered years.

ARTICLE V - ENTRIES

1. Qualifying races shall be conducted in accordance with these ~~Rules-articles~~. From any area, the competitor having the best score among those eligible, willing, and able to represent the area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the area is entitled. An area shall always be entitled to at least one entry. Qualifying races must be free from discrimination and be open to every active member of the area. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular area holding the series. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to which the area is entitled.
 - 1.1 Each major geographical area shall be entitled to seventeen (17) boats, except North America twenty

(20), selected in accordance with Paragraph 2 of this article.

- 1.2 In addition, the following are eligible to enter and shall not count towards their Area's quota:

The Defending Champion.

The current World Youth Champion.

The International Masters Champion at the time entries are due for the World Championship.

The current Vice President, Worlds.

The current ILCA President.

The host country shall be entitled to two (2) entries over and above the Area's quota.

Three (3) additional entries that may be selected by the Executive Committee from Countries not otherwise represented to foster or expand Lightning interest in those Countries.

- 1.3 Any Qualifying Championship must be free from discrimination and be open to every Active and Life member of his or her Area or Country. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular Area or Country holding the series.
- 1.4 Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the Governing Authority for the World Championship. Alternate entries should be submitted prior to this date. Approved Measurement Certificate must be on file in the [I.L.C.A.-ILCA](#) Office for each boat entered. No entry shall be accepted which does not meet all the eligibility requirements.
- 1.5 For purposes of qualifying for World Championships qualification is based on residency rather than citizenship when there is conflict between the two.
- 1.6 Method of selection within each Country rests with that Country. However, the method must be announced at least twelve months prior to the applicable World Championship.

2. INITIAL SELECTION

- 2.1 Within each Area (North America, South America, & Europe), qualifiers shall be determined as follows:
- 2.2 Whenever practical entries to World Championships should be decided by an Area Championship conducted in accordance with [Rules-articles](#) Governing All Area Lightning Class Championships. The competitor having the best score among those eligible, willing, and able to represent the Area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the Area is entitled. Should the quota to which an Area is entitled not be filled in this manner, additional entries may be named in accordance with Paragraph 2.3 of this Article.
- 2.3 When any Country within an area decides an Area Championship is impractical or the quota to which the Area is entitled is not filled in accordance with Paragraph 2.2 of this Article, each Country within that Area with organized Lightning activity (at least one Active Lightning Fleet) will be allocated entrants in proportion to the average number of Active and Life Members as of December 31st of each of the two years preceding the World Championship. Each such Country shall be entitled to at least two entries.

3. SECONDARY SELECTION

- 3.1 Areas as determined in Paragraph 2.1 or Countries as determined in Section 2.2 shall advise the Class Office a confirmed list of Entrants and Alternates who would compete if other Area/Country quotas were not filled at least four months prior to the World Championship. The Executive Committee may implement such requirements as are necessary to assure listed Entrants and Alternates will enter.
- 3.2 At that time the Class Office will list Entrants and unfilled quotas and fill quotas from the list of Alternates beginning with the Country with the most Active and Life Members as defined in Section 2.3 and rotating sequentially one at a time until all open slots are filled.
- 3.3 The Class Office when filling slots shall not create a situation where one Country has more than 50 % of the entered boats.

[RULES-ARTICLES](#) WHICH APPLY SPECIFICALLY TO THE WORLD YOUTH CHAMPIONSHIP

ARTICLE X - TIME AND PLACE

1. The World Youth Championship shall be held in a different geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in an Area which has not held it for the greatest length of time.
2. The World Youth Championship shall be held within the calendar year of even numbered years.

ARTICLE XI - ENTRIES

1. (a) Every country with organized yachting activity shall be entitled to two (2) entries for the World Youth Championship. The Host Country shall be entitled to two (2) additional entries. The Executive Committee may allocate additional entries on an equal basis to all Countries to provide twenty entries.
- (b) Skippers and crews in the World Youth Championship need not be [I.L.C.A.-ILCA](#) members but, if they are not [I.L.C.A.-ILCA](#) members, they must be certified eligible by a member National Authority of the International Sailing Federation. (c) Skippers and crew must be no older than 19; to clarify Skippers and crew may not turn twenty (20) years old during the year of the Championship.

ARTICLE XII - RACING CONDITIONS

1. (a) Equally competitive certified Lightnings and equipment shall be provided by the Host Fleets. Contestants shall provide their own sails and life preservers.
- (b) A system of draw shall be established to provide a boat rotation which is fair to all.
- (c) Contestants shall not make any changes to tune or rigging of any boat other than the normal easily adjusted running gear. Equipment other than the normal extra clothing, life preservers, water jug, and small tools for emergency repairs may not be carried aboard.
- (d) Once the regatta has begun, contestants may not receive outside assistance except as authorized by the Race Committee.
- (e) Practice in Lightnings selected for use in the Championship shall not be afforded any contestant unless provided to all contestants.

ARTICLE XIII - QUALIFICATION

1. Qualification for the World Youth Championship shall be determined preferably based on the order of finish in a Junior or Area Championship as follows: for U.S. entries, by the International Lightning Class Association; for Canadian entries, by the Canadian International Lightning Association; for entries from countries other than the U.S. or Canada, by the District or by the member National Authority of the International Sailing Federation.

=====

[Includes all amendments approved through April 2003](#)
[Updated December 2010](#)



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

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

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

To order, go to: <http://www.lightningclass.org/marketplace/store/cdDvd/index.asp>



Lightning Family News



International Fleet Development Initiative, An ILCA Fund Project. Four new Lightnings landed in Australia in December! Watch for more news from down under. Welcome Sydney Fleet # 519!



Bob Astrove—How us wooden Lightning lovers celebrate New Years. No time for football—too much sanding, epoxy, painting, and varnish to do!

2010 Yearbook Update



2010 Yearbooks (printed and CD versions) are being mailed this week. They should be in your mailboxes by the end of January. We apologize for the delay!

The 2011 Yearbook is underway, and we are pleased to announce that Monica Jones from Fleet 12, Lake Erie District, has volunteered to be this year's Editor. Thank you, Monica!

Fleet reports are now being accepted and are due into the Class Office by February 15, 2011. Please remember that photos need to be in a high resolution for print (300 dpi). The 2011 Yearbook is expected to be mailed in April. Printed copies are available for \$20.00. Please reserve your copy when you renew your membership or by contacting the Class Office. CD versions of the yearbook are included with your annual Skipper or Associate dues.

Support the Class and the preservation of our history. Reserve your booster ad in the 2011 Yearbook. Booster ads are ¼ page in size and are available for \$50 each. Think about recognizing your crew, a new



Monica Jones

baby, a marriage or someone special this year! Contact the Class Office to place your ad. Ads are due by March 1, 2011.

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2010 Results:

- 1st** North Americans
- 1st** NAs, President's Cup
- 1st** NAs, Juniors
- 1st** NAs, Women
- 1st** NAs, Masters
- 1st** PanAm Trials
- 1st** Worlds Youth
- 1st** So. Circuit / Miami
- 1st** So. Circuit / Savannah
- 1st** Great Lakes Championship
- 1st** Bluenose Regatta
- 1st** Fall Dinghyfest
- 1st** Magnus Pederson
- 1st** Spring Classic Regatta
- 1st** Manahawkin Bay Cup
- 1st** New Jersey States
- 1st** Leaf Peeper
- 1st** Duck Challenge
- 1st** Brotz Regatta
- 1st** Pennsylvania Gov. Cup
- 1st** Long John Regatta



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Then & Now

Introducing a new Flashes' feature: Then & Now! In each issue, we will publish a "blast from the past" picture of one of our esteemed members. The first three people to correctly identify the featured "then" picture, via e-mail to me, will be able to hit me up for the beverage of your choice when we next cross paths! In each subsequent issue of Flashes we will pair the "then" with the "now," as well as publish a new "then" picture.

Now, while Abby and I have an extensive collection of regatta circuit photos from the last @# years, what will really make this feature fun is if you send in some of your "vintage" photos. Send those guesses and photos to me at: rgr@preformed.com.

This issue's photo:



Bonus Points (rounds): Manufacturer of the boat? What was the boat's number? Name?



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Classic Lightning

Bob Astrove — astrove@hotmail.com

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

Old Boat, Lots of Fun!

Felipe Bandeira



We left São Paulo on Wednesday morning after 2010 Brazilian Championship. Instead of going home, I left my brother in a town half way and took the boat down to Porto Frade in Rio de Janeiro coast. I left the boat in the water with mast raised and went back Rio to work the rest of the week. Saturday I pickup my girlfriend and drove to Porto Frade for a week of vacation. At night we checked rig tension and made the last adjustment to be able to reef main sail.

About 120 miles from Rio de Janeiro, part of Angra dos Reis, Porto Frade is located in the Ilha Grande bay, a place that mixes high mountains full of rain forest, clean water and a lot of islands—really pretty.

Sunday morning was beautiful! After a few days of rain, the green of the mountains always get prettier with blue sky. We raised main and slowly left the dock paddling. Soon the wind picked up, and we were sailing well upwind in the narrow channel. A south wind around twelve knots started to pick up, even hiking well. Our total weight of only 130 kilograms was not enough to hold the boat. Behind an island, we reefed the main and kept on. Reefed, it sailed really well. Slightly heeled is sailed comfortably with no need to

hike too hard. At about eighteen knots gust, a little tension on the backstay and little work with traveler lines were just fine. Two hours upwind and an hour downwind sailing back was enough for practice.

On Tuesday, we woke early, organized the luggage forward mast step and left the channel paddling. The idea was to sail past Botinas Island and Cataguás Island, then late in afternoon reach Biscoia Beach sixteen miles away. With sail up, soon we were sailing at good speed upwind. Blue sky and ten to twelve knots south wind were a perfect weather for a Lightning.

We sailed for an hour up wind, getting closer to Gipoia Island. We were in a close reach when we noticed many white caps coming from a distance. I got jib down and pointed higher to be able to get the stronger wind in a broad reach. We could see, far





away, the white caps getting two large cruising boats that gently heeled. Soon we were making wakes, planing by Gipoia.

We looked for a wind shade behind the mountains to safe reef and found a restaurant in a beautiful little beach where we anchored. After a lunch, we set sail to Botinas, but as the wind was getting weak so we canceled the plan and headed to Biscaia. Soon there was no wind at all—seven miles from the place we planned to sleep. Apparently, it was not such a great idea to make this trip in the summertime. There were nothing to do but try to catch some very light puffs and paddle. We chatted, made jokes about our situation and contemplated the beautiful scenery—there was good humor aboard. By sun set we arrived at the Pousada where we planned to sleep. A really nice guy helped us to prepare the boat for the night.

At night we looked at Weather Channel and Wind-Guru where we learned there were a cold front coming, but the forecast was for light wind during the day and fourteen knots southwest wind at 5:00 PM.

The next morning we set out on the eleven miles to Ilha Grande, paddling again. Half an hour later a light wind came in. We watched a dolphin passing by. Heading to Abraão, a small community in the island, we never got too close to the island, avoiding the wind shade from 1000-meter high mountains.

About noon stronger gusts came in from south. We needed to leave the reefed main to let wind out. So I decided to get the jib down, as the center of gravity got a little to the stern. I raised the centerboard



equilibrated the boat that got more in hands and was pointing well this way.

Getting closer to the island, I noticed a lot of white caps on our way at Enseada das Estrelas. We flowed on a bean reach with a 20+ knots wind to a wind shade close to Enseada do Abraão, our destiny. We got in a curious situation, needing to paddle with no wind close to the rocky shore and looking at a lot of white caps in the inlet behind and in the inlet in front of us.

Slowly we got to the wind, and it was much stronger than before. We needed to go about a mile upwind to Abraão village. Hiking very hard with just the main sail reefed, tight backstay, traveler open and needing to ease the main to let the wind go, we set direction to a small beach called Abraãozinho. The closer we got to other side of the harbor, the stronger the wind got and was probably accelerating in the mountains ahead. A step and short three-foot wave didn't help. The reef main was flapping to the battens, and we were having a difficult time going 60 degrees upwind with stronger and stronger gusts and oncoming spray.

I saw another small beach down, so I eased the main and got in a screaming reach to the beach. We got there planing really fast, as if it was our everyday routine. At the same time I raised centerboard a little more, and I took the rudder out the boat. I turned immediately and Paty jumped in the water at the right moment to hold the boat with water by her abdomen. I threw a line to a guy at a deck and got anchor on the beach. Incredible how quickly you move with a flush of adrenaline!





We got a ride to Abraão and stayed at Ilha Grande for two days. We went hiking on one of many trails at a well-preserved tropical rain forest and around the village.

Friday we wanted to get back, but there was no wind. We got a ride to Gipoia Island, and as the wind came,

in we set sail home downwind, now choosing the prettier way to go, passing by many pretty little islands. We arrived tired but happy

We discovered that sail cruising in a small open boat is a little different from racing. If you have a long, up wind leg (many hours sometimes), you need to save energy and not hike too hard. That's why a reef in the main was so useful. Sailing with a crew too light makes you work harder.

As a sailor purist, and I just can't believe I am saying this, but here it comes. To get more pleasure out of sailing, safer and more self sufficient, a small engine is a must. We wouldn't have had such a hard time paddling in long calms, missed some pretty spots to dive, and worried there was no wind later. We could have motored close to the Ilha Grande shore line in a wind shade and gotten to Abraão easily. About our sixty-six year old Lightning? As you must know, it behaved beautifully!

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See full announcement: <http://www.woodenboat.com/woodregatta.php>

Entry form and schedule: <http://www.woodenboat.com/pdf/WOODRegatta2011-application.pdf>



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My Invisible Boat

Bruce Finsilver – #15185 – Pontiac Yacht Club, Fleet 54



I have been an active member of the Lightning Class for more than twenty years. I've owned three Lightnings, participated in club and district races, several anniversary regattas, Southern Circuits and numerous NA Masters' Championships, and even one World Masters' Championship. I've been the Commodore of the largest Lightning fleet in the world.

Why then, I ask, does the Lightning Class keep losing track of me at regattas? Is my boat invisible?

I was first lost at a Michigan District Championship. In the second race I actually finished ahead of the great Bruce Goldsmith by two boats. I was ecstatic. He was such a great guy that we kidded about it over a beer after the race. When I looked at the score sheet the next morning, I wasn't even listed. Nada...I just disappeared! Bruce was very gracious and went to the Race Committee and attested that I had finished in front of him, making him ninth and me seventh. When I checked the final regatta results, I found that I had been put back in the score sheet with a seventeenth. Huh?

I was lost for the second time at a Midwinter Championship in St. Pete. When the results for the first day were posted, I was nowhere to be found. Naturally, I spoke to the Race Committee, with some vehemence. They admitted that I was registered but didn't know why I wasn't scored and said they would correct it. This back-and-forth went on for the entire regatta, as I never appeared on any score sheet. This 'controversy' actually continued on after the regatta. This particular regatta was a qualifier for the Pan Am Games trials, and people began to complain when the final results weren't posted for days after the regatta. The Class Office kept making excuses about a "computer glitch," but I knew that I was the "glitch." I was ready to demand a spot in the Pan Am trials because the RC admitted that I had been in the races and couldn't prove that I wasn't in the Top Ten. Finally, the final results were posted, and I received a score in each race—all of them completely fictitious.

Now, once again, the final results of the 2010 NA Masters' Championship are posted, and I am lost. Peter Halls' description of the regatta in the August Flashes starts off by saying there were nineteen competitors, and he is absolutely correct. However, if you look at the final results, there are only seventeen. Guess who's one of the missing?

If I buy another Lightning, I am going to name it Rodney Dangerfield 'cause I don't get no respect.'

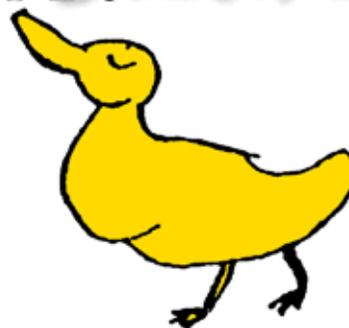
Seriously, though. The Lightning Class depends on skipper's like me. Without my dues and participation, there is insufficient money to run the Class, and regattas will become little private affairs where only eight or ten boats have a serious chance of winning.

My crew and I drag my boat around the country and spend lots of time and money to participate in races. At this year's Masters', my crew worked very hard every day repairing the damage from difficult conditions and kept us on the water.

All I ask is that the every competitor be treated with the same attention and respect. The future of the Lightning Class depends upon it.

***The clever Photoshop work on the picture was done by ILCA Member Salo Korn.*

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Bluenose Regatta

Bluenose Regatta, Harbor Island Yacht Club, Nashville, TN, November 5–7, 2010

Brian Hayes, Sr.



The official/unofficial end of every Lightning season here in the US is the annual Bluenose Regatta held on Old Hickory Lake in Nashville, Tennessee, on November 5–7. While recent attendance has dwindled a bit, the Harbor Island Yacht Club and its members continue to host a terrific event, complete with welcome party, clinic, fireplace, steak dinners and great hospitality. This year saw twenty-five teams brave cold, but beautiful, weather to take their shot at winning the Bluenose or, at least, the fine bottle of “amber fluid” raffled each year by Bob Cotton!

Friday afternoon the annual “Hayes/Fisher” tune-up session was held on the lake, with several practice starts and two four-leg races for the half dozen teams that came in early for some coaching. Thanks to Bill Hofmeister for helping me on the water and to the sailors who spent Friday afternoon sailing. The Friday welcome party followed, and teams that rolled in throughout the evening were greeted with a beverage, a warm fire and a table full of food organized by the HIYC members.

Three races were held on Saturday in a dying, shifty, northerly breeze that featured large shifts, large holes and huge gains and losses by everyone in the fleet. Robert Linden and his team, in their final event using a Boat Grant boat, won the first two races and promptly followed them up with a 22nd! The most consistent were Team Hayes, Team Hallagan and Team Allen. These were the only three teams to keep all three races in the top ten. With the wind all but gone, the fleet headed for the docks and a great steak dinner.

Saturday evening saw a large contingent of sailors head downtown to listen to some live country music at Roberts, swap stories and just generally have a good time. I’m not sure if there was any boot-kickin’ dancing going on, but the younger crowd was down near the front row chatting up some of the locals. It’s always great fun to go into downtown Nashville for Saturday evening with the whole gang and is one of the highlights of the Bluenose.

Sunday morning came later, thanks to the clocks “falling back,” and when the gang all arrived at the club, we were greeted with zero mph of wind, with puffs to zero! After a short delay, PRO Bill Hofmeister raised the “checkerboard,” and Saturday’s results stood as final. I was lucky to have a great team in Laura Jeffers and Steve Davis for this event. Our experience sailing together for many years really helped us pull out the win by a very small margin. The second place team of Dick Hallagan, John Steiner and Tom Schroeder were not lacking in experience either and finished four points behind in second. In third was Tom Allen with Mark Grinder and my old Lightning friend Tim Naeser (I crewed for Tim in the 1989 and 1990 NAs). Thanks to the HIYC, the fleet members, Race Committee and competitors for making the 2010 Bluenose a fun-filled event. Hope to see you all again next year.

Rob Linden

As fall approached, we looked at the Lightning Class schedule with sadness. The time we had with the Boat Grant Lightning was drawing to a close, and we wanted to maximize our opportunities to sail. Rob approached Meghan and me and asked if we were willing to drive to Nashville to race. I said, “Of course!” and Meghan said, “Can I wear cowboy boots?” If you haven’t been to the Bluenose Regatta, try to find a way to work it into your fall schedule. The phrase “Southern Hospitality” doesn’t even begin to describe the warm reception that everyone receives at the Harbor Island Yacht Club. We arrived Friday afternoon and joined a handful of other boats for a workshop put together by Brian Hayes.

Saturday morning the racing was underway, with twenty-five boats making their way out to the course. The first race we and few other boats choose to go after the left side of the course where we found a little extra breeze that allowed us to cross the entire fleet. We held our lead and were the first boat to every mark. As the second

race began, a few of the competitors became wise to our strategy and followed us out the left. We started at the pin and tacked to port shortly after. Tom Allan gave a good shot at the lead, but we still managed to run out on the fleet and take home another first. After an abandoned third race, we managed another start. At this point we were far from alone at the pin and pulled away with a group of seven other boats toward the windward mark. Our enthusiasm got the best of us, however, because rather than covering as we rounded the mark and holding in fifth (good enough to win the regatta), we attempted to find our own breeze to make up ground. Unfortunately, there was no wind to be found—anywhere! After a bit of a float, the fleet was finished downwind, and we were not able to get any more starts in on the day. We ended the day with a 1-1-22 (but if you read it at 1-1-2-2 it sounds a lot better). Our excellent hosts distributed beverages and had numerous boats at the ready to tow everyone back in to the yacht club.

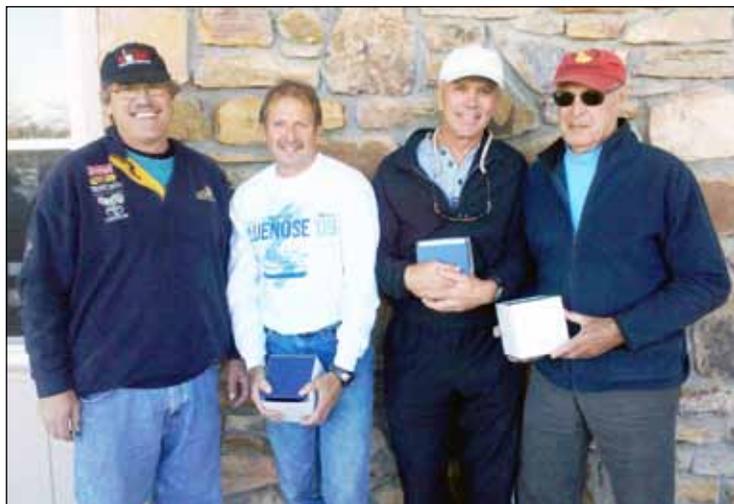
It is worth noting that I have never had a better appetizer and dinner offering at a Lightning Class event than what HIYC provided. Many thanks to the hosts for a wonderful evening. Several crews departed for downtown Nashville after dinner. "Robert's Western World" and "The Wagon Wheel" made for an entertaining evening. Unfortunately, there was no breeze the next morning, so the regatta drew to a close. We finished in fifth and definitely hope to be back in the future to enjoy another Bluenose.

Our adventures with the Lightning were not yet over, though. As Rob and I wound our way through Fort Wayne to return the boat to Debbie Probst, our trip was ended a few miles short of her home when Rob went deer hunting with the van, dropping a six point buck at a range of five

feet. While driving through the neighborhood to drop the boat off, a large buck ran in front of the vehicle. Rob did not have time to react, and we collided with the animal. As we surveyed the damage, it was clear that the van was totaled. Fortunately, neither one of us was hurt, and Debbie was kind enough to rescue us and transport Rob and me back to East Lansing. And so an exciting season of Lightning racing managed just a little more excitement before drawing to a close. We would like to thank to all of the clubs that so generously donated their time to run regattas this season, the families that hosted us at those events, to Tim and Katie Peterson for allowing us to put thousands of miles onto their van (and our apologies for totaling it!), and to the Lightning Class for providing us with the wonderful opportunity to participate in the Boat Grant program.



Champions: Brian Hayes, Laura Jeffers and Steve Davis



Runner-up: Dick Hallagan, John Steiner and Tom Shroder



2nd Runner-up: Thomas Allen, Mark Grinder and Tim Naeser

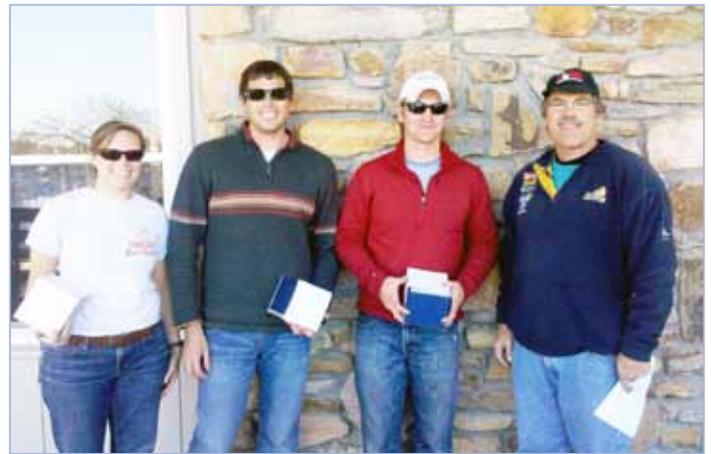
Pos	Sail#	Skipper	Crew 1	Crew 2	Race 1	Race 2	Race 3	Total
1	15	Brian Hayes, Sr.	Laura Jeffers	Steve Davis	2	5	1	8
2	15255	Dick Hallagan	John Steiner	Tom Shroder	4	6	2	12
3	9	Thomas Allen	Mark Grinder	Tim Naeser	9	2	10	21
4	15259	Brad Wagnon	Brian Bahler	Stewart Fossececo	6	12	4	22
5	15251	Robert Linden	Brian Cripe	Meghan Walter	1	1	22	24
6	15313	Ryan Flack	Matt Morin	Kevin Morin	10	7	12	29
7	14901	Ian Schillebeeckx	Max Schillebeeckx	Titou Schillebeeckx	8	4	18	30
8	14567	Mark Allen	Beth Groesbeck	Steve Varnum	3	9	19	31
9	15317	Steve Weeber	Donna Weeber	Stan Cummins	5	13	14	32

Bluenose Regatta

Pos	Sail#	Skipper	Crew 1	Crew 2	Race 1	Race 2	Race 3	Total
10	14533	Robert Mattix	Jan Mattix	John Coolidge	11	14	8	33
11	15100	Chris La Borde	Jeff Eiber	Lucas Hofmeister	7	3	24	34
12	15216	Cully Ward	Jim Ward	Beth Ward	13	8	13	34
13	15206	Becca Hofmeister	Mandy Hofmeister	Ted Chapin	14	22	3	39
14	14645	Chandler owen	Mark Paoli	Eric Andrews	19	16	5	40
15	14952	Tom Varley	Jon Varley	Dave Samanich	12	10	20	42
16	13991	Joel Humphrey	Ray Peters	Molly or Jen	23	17	7	47
17	14485	Mark Buchanan	Ron Buchanan	Jeff Ullman	20	21	6	47
18	15813	Donny Mase	R.J. Trejo	Michael Barry	15	11	21	47
19	15128	Max Shelton	Mark Gorman	Luca Fontana	24	15	9	48
20	15308	Bill Killebrew	Mike Osborne	Kathy Osborne	22	19	11	52
21	15078	Duane Hatch	Dave Young	Bruce Richards	18	20	16	54
22	14774	Tom Vickers	Jim Milliman	Denis	16	23	17	56
23	14065	Carl Panetta	Jere Fones	Ron Katz	17	24	23	64
24	15318	Trey Rose	Jim Thomis	Roselyne Schillebeeckx	21	18	25	64
25	14603	Terry Hart	Caleb Hart	Jack	25	25	15	65



4th: Brad Wagnon, Briah Bahler and Stewart Fossececo



5th: Robert Linden, Brian Cripe and Meghan Walter



Lovett Trophy, Top HIYC Boat: Robert Mattix, Jan Mattix and John Coolidge

South American Championship

Tito Gonzalez



One more time we traveled to Ecuador and sailed at the famous Salinas Yacht Club. The Worlds back in 1999 and more recently in 2003 for the last South Americans were the last two times we were there.

Six teams from Chile were represented. Four shipped their boats (the only container) and two chartered local boats. Argentina was represented with three teams and Brazil and Colombia filled the foreign teams as well.

The Salinas Yacht Club and all the people from Ecuador put on a great regatta, as they always do in their local venue. The weather was particularly cooler than we normally expected for this time of the year, but the wind

was fantastic, and that allowed us to sail all the races, eight total in three days. For this regatta the race course was set closer to the southwest coast, allowing interesting wind shifts that gave plenty of opportunities to pass or lose boats. Winds were in the range between seven to fourteen knots.

We have to thank Eduardo Benadi, chairman of the regatta, and his super team, Dick and his wife, among other fellows. They were fabulous. I have to thank my team one more time for their excellent performance, and, of course, to my friend Juan Santos, who one more time was a strong competitor who finished second overall.

Last, the Chilean team needs to thank Andres Gomez, who was the man that dealt with the shipping company and worked for days setting all the logistics that allowed us to sail in our own boats. One piece of the trophy belongs to him. We won't forget all the good and bad moments we had during the week—as when we started early in the first race of the championship and were OCS.

Next year I encourage most of the teams to go and sail the next South American Championship in the marvelous venue at Bouzios Yacht Club in Brazil just days before the next World Championship. It should be a fantastic place to sail and a great opportunity to taste the Brazilian hospitality.

Let's go sailing!



Tito Gonzalez, Diego Gonzalez and Cristian Herman



Juan Santos, Juan Andres Santos and Leonardo Santos F



Jonathan Martin Etti, Alfredo Ochoa and N Fracchia

Junior Skipper Enrique Fierro sailing with his 12-year old brother and 60-some-year-old grandfather



Pos	Sail#	Skipper/Crew	Total	R1	R2	R3	R4	R5	R6	R7	R8
1	CHI11011	Tito Gonzalez/ D.Gonzalez/C. Herman	11	(26\ OCS)	1	2	1	4	1	1	1
2	ECU14673	Juan Santos/J.A Santos/L.Santos F.	27	1	4	1	-10	5	5	9	2
3	ECU14879	Jonathan Martin Etti/A.Ochoa/N.Fracchia	27	2	2	4	8	2	4	5	-13
4	CHI15355	Cristobal Perez /P.Goyeneche/R.Robles	32	5	3	(26\ OCS)	12	3	3	3	3
5	BRA15333	Thomas Summer/ F.Brito/F. Gil	33	7	7	3	5	1	2	-8	8
6	ARG13360	Alejandro Cloos /C.De Mare/J.De Mare	53	11	13	5	7	6	-14	6	5
7	ECU14676	C.L. Lecaro/O. Viteri/J.Norero	54	(26\ OCS)	5	7	3	12	13	7	7
8	COL14704	Santiago Uzcate Gui/J.Raute/F.Uzcategui	63	6	12	-19	14	7	8	2	14
9	ECU14541	Arturo Iturrald E/F.Soriano/J.J.Ferreti	64	10	-20	9	9	9	6	17	4
10	ECU14379	Justus Klempere R/S.Garcia/I.Cordovez	67	4	10	(26\ OCS)	17	8	9	4	15
11	ARG14679	Roberto Ricover /G.Monroy/G.Barberian	69	8	6	8	11	-18	15	10	11
12	ARG15057	Mario Fumagallo /A.Chaina/M.Fumagallo	74	3	8	-20	2	14	10	18	19
13	COL15401	Gustavo Tamayo/ R.Tamayo/J.Delgado	82	17	14	6	-19	11	17	11	6
14	15298	Olaf Dyck/Ada Dyck/G.Cordovez	87	19	9	12	16	10	11	-21	10
15	CHI14709	Cristian Baraho Na/C.Barahona/P.Flores	89	14	18	15	13	13	7	-19	9
16	CHI14307	Jorge Salgado/ D.Salgado/R.Caballero	92	12	16	13	15	-19	12	12	12
17	ECU15150	Francisco Sola F.Sola Jr./E.Sola	96	(26\ OCS)	15	14	4	17	16	13	17
18	ARG1	Thomas Dietrich /T.Pellejero/G.Bisio	103	13	-21	18	6	15	19	14	18
19	ECU14671	Juan R.Santos /C.A.Plaza/Cm.Febres Cord	114	20	11	11	-23	22	18	16	16
20	ECU146	Andres Gomez/ M.Kremer/R.Contreras	122	9	-23	21	18	16	22	15	21
21	ECU14145	J.Gonzalez Rubi O/D.Gonzalezrubio/J.Pazmi	138	16	-22	17	22	21	20	22	20
22	ECU1467	Enrique Fierro /M.Fierro/R.Campoverde	143	22	-25	10	24	23	21	20	23
23	ECU15096	Xavier Monge/ E.Rodriguez/G.Maenz	143	18	19	16	20	20	24	(26\ DNC)	26\ DNC
24	ECU1515	Jaime Calderon /O.Rodriguez/G.Moran	158	15	17	22	(26\ DNC)	26\ DNC	26\ DNC	26\ DNC	26\ DNC
25	CHI14787	Enrique Ulloa/A Varela/F.Gonzalez	158	21	24	(26\ OCS)	24	24	23	23	22

Michigan High Point Championship



Pictured from left to right are Dave Corcoran who crewed with winners John and Sean McCree, George Sipel accepting 2nd place for the boat grant team of Rob Linden, Megan Walter, Ryan Lashaway and Ryan Flack accepting 3rd place for Matt and Kevin Morin and Trey Rose. * Corrected results updated from the last posting in Flashes.

Skipper	Boyne City	Bay City	Great Lakes	Districts CSYC	Tawas	Higgins Lake	Whitecap	B Goldsmith	NCYC Blowout	TOTALS
John McCree		7	30	16		3	24			80
Rob Linden		3	12	19			26	7	6	73
Kevin & Matt Morin	3	5	19	9			17	6	4	63
Jim Allen		8	29	18		0				55
Skip Dieball			31	21						52
George Sipel			16	17				10	8	51
Steve Weeber			26				23			49
Tom Klaban				11			28			39
Tom Vickers			2	14			15	2	5	38
David Starck			32							32
Mike Welch		1	3	7			18		2	31
Ryan Flack					5		25		1	31
Andy Camarda		6	25							31
Jim Davis			21						7	28
Charlie Hess			13	15						28
James Taylor			28							28
John Garrison							27			27
Ryan Ruhlman			27							27
Mike Hecker				6			20			26
David Laidlaw			20					5		25
Sam Padnos			24							24
Bill Buckles			23							23
Craig Pomeroy			22							22
Debbie Probst							22			22
Michael Rouaet							21			21
Joel Humphrey			1				19			20
Mark Allen				20						20
Tim Scanlon			18							18
Justin Proctor			17							17
Greg Harris							16			16
Tom Crosby				4			11			15
John Werley			15							15
Bill Ziegler						1	13			14
Jeff Schmahl			14							14
Richard Beaubien							14			14

Andrew Monique			5			8			13	
Mike Williams			13						13	
John Heagy				8				4	0	12
John Waechter			8		4					12
Brian Walter			12							12
Norm Burns								12		12
Tim Werley				11						11
Terry Hart	0	0						10		10
Jeff Pugh				10						10
John Mathers					10					10
Aroldo de Rienzo Jr				9						9
Jody Kjoller								9		9
Ernest Dieball								9		9
Chris Princing			4		2	2				8
Michael Morin			6	2						8
Sjoerd Vanderhorst								8		8
Aroldo de Rienzo				7						7
Ed Dziuba								7		7
Jim Schofield	2	4								6
Bob Mathers								6		6
David Lyons		2				3				5
Gary Sowden			2						3	5
Rob Ruhlman			5							5
Stephen Handelman								5		5
Larry Koster								4		4
Matthew Warner				1				2		3
Neil Willetts				3						3
Paul Lieberman								3		3
Doug Tagsold								3		3
Jennifer Princing						1				1
George Pete	1									1
Pete McGinity								1		1
Jeff Clemes								1		1
Paul Nagel				0						0
Mark Styacich								0		0

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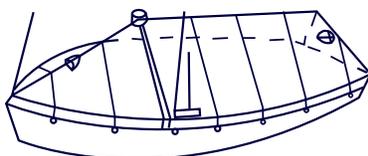
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The Long John was started fifty years ago by Sandy and Mary Huntsman, Arnold Schwartz and Reid Dickerson. Mary and Sandy shared the passion for Lightning sailing and socializing with their friends at the Monmouth Boat Club in Red Bank, New Jersey. (www.monmouthboatclub.org). Mary and Sandy started their Lightning careers crewing for Reid Dickerson (as a note, Mary was unable to sail the first Long John because she was pregnant with her son Jack). Something we are very proud of at Monmouth Boat Club is Arnold, Sandy and Mary all served as Lightning Class Presidents. The Huntsmans, Schwartzs and Dickersons ran and treated the Long John as if it was a family reunion, and that legacy continues to this day.

On April 29, 30 and May 1 we're having a party at the Monmouth Boat Club, and we invite our fellow Lightning sailors to come celebrate the Long John legacy. This is a regatta you're going to want to put on your calendars. We are going to do a "throw back" theme, with a band and an all you can eat and drink included in your registration fee. We will have free housing available. Our goal is to get fifty boats for the 50th. Please go to the ILCA Regatta Calendar and sign up under the "Who's Coming" tab. <http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=375>

NOR and further information will be posted there soon. We look forward to seeing you there!

Jack and Sandy Huntsman



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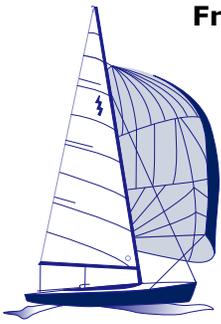
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**From: The International Lightning Class Association
1528 Big Bass Drive
Tarpon Springs, Florida 34689**

Classifieds

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

15340 Nickels 2010 Class Grant Boat. Harken pin stop jib sheeting, wire and cloth on foredeck, fore and aft hiking straps for forward crew, glass head rudder. \$17,500. Hugh Armbruster 810-767-4050 hugh@nickelsboats.com

15379 Nickels. Like new condition. 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. Total cost was well in excess of \$28,000. Price: \$19,875.00 Denver, CO 303-321-1350 jerry@crestintl.com

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. \$18,000 or B/O. John Faus. 609-658-4000. johnfaus@yahoo.com

15313 Nickels 2007, fully loaded with Harken Carbo blocks and stainless steel centerboard. Excellent condition, always dry sailed. White deck with dark blue hull and white rubrails. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. 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

15116 Nickels. Fully race rigged. New mast in '08, minimum weight rudder, adjustable jib leads, tacktick compass, forward crew fore-aft adjustable hiking straps, JCD mast blocks & carbon hiking stick. Sails: North Fisher, one set light use, two sets for practice. Spinnakers: North one R2, one Bruin both light use & one R2 for practice. Covers: North top, bottom & mast for travel. Rooke full-sided mast up cover. Nickels Trailer & spare tire. \$12,500. Located Westport, CT. 203-644-2402 Doug.Latour@snet.net

14852 Nickels. Fully race rigged, SS board. Fresh water and dry sailed. White/teal deck with teal bottom. Black rubrail. 2 sets of North sails. Nickels trailer with new buddy bearings and new spare. Mooring, travel and mast covers. Boat located on Lake Gaston, NC. \$10,300. Contact Bob Graves at (757) 434-4723. rigraves@cox.net Photos

14756 Nickels. Fast, stiff hull, at min weight. The bottom is fair and foils are in race ready shape. It is professionally rigged and all control lines are new and high tech. 2 sets of sails (one race set lightly used with spinnaker used once and one practice set with 3 spinnakers). The trailer is ready to go to the Midwinters and has a new spare tire and mast rack. Located in Wyandotte Michigan. \$10,000. Adam Pretzman 734-756-4332 trynstopme25@hotmail.com

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

14438 Allen - White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 full sets of Shore sails, a club racing set and a 2nd newer set with only light use. Fresh water boat from Fleet 301, Lake Champlain VT. Light use for infrequent fleet racing. Galvanized Allen trailer with wide bunks. \$5900 Peter Tourin ptourin@sover.net 802-899-4008

14388 Nickels. SS centerboard. Light beige deck with white hull and white rub rails. Full set of North/Fisher sails: main, jib, and spinnaker, great condition for club racing. Second set of North Sail sails: main & jib. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). North aluminum mast & boom. 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. Currently in dry storage near Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com Photos

14310 Nickels, white, bottom refaired and painted 2001, Allen galvanized trailer, custom top trailing cover, full dry-sailing 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 ericcutting@gmail.com

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

14204 Nickels White hull light blue strip with gray deck. All new lines and updated rigging, 2007 Full set of north Fisher sails in good shape (light air use) with a 2008 North R2 spinnaker and one set of older sails good for day sailing. Mooring and bottom cover, full mooring cover, Glass head rudder with new tiller. \$5,950 Contact Jim Godfrey (717) 757-4875 jimgo2827@netzero.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, 410-778-4560

13835 Nickels. Almost unused for the past 20 years and was recently donated to the ILCA boat grant program. Has not seen salt water in 25 years. White boat, grey deck w/ blue deck stripe. Bryant mast and boom in very good condition. Stainless board, wood rudder w/ tube tiller. Allen Trailer in fair condition, some rust but bearings are good. 2 suits of older sails (2 ea. M,J,S) - one main and one spinnaker would be good for fleet racing. No covers. Priced for quick sale at \$2995. Open to reasonable offers if you can pick it up before the winter. Ready to go for daysailing or with a small amount of work could be raced at any level. Boat in Vermont. Could be the next "Walrus." bill@vtsailing.com

11379 Allen. Good VSP main, jib & spin. Older set of North, SS board, Allen trailer with new tires, trailing covers, good record and ready to race. \$2500 firm. Fisk Hayden (407)947-7994.

11278 Allen. Light blue hull white deck. This is an active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails , one excellent including spin one day sail/practice including spin. A superb lightning trailer with spare. New North travel cover (top and bottom) and additional mooring cover. Price \$2500. Croom Maryland. Contact John Gastright at (301) 579-6455

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

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

7343 Wood Nickels and Holman. Second owner, well sailed and maintained in fresh water only. Canvas deck. Two sets of sails. Wood mast. Cockpit cover. Glassed under waterline. New Nickels trailer. \$1800 Stephen Biggs, Petoskey, MI 231.348.5600 steve.biggs@cedarhomes.com Photo

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto. 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. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. 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) Photos

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

6012 Wood Lightning, built 1957, probably an N&H. Fair condition. Good tapered aluminum jumpered mast, Glassed bottom. Owner, who recently passed away, has done significant work on boat, it is definitely sailable now. Make offer to Jane Stratton, Indian Lake, OH. (937) 842-6495 junecs@centurylink.net

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