



Camp Sea Gull Lightning Regatta Clinic Benefits Campership Endowment

Jon Guth



Over the weekend of July 10–12, I had the opportunity to participate in a different kind of Lightning regatta than those to which we are generally accustomed. I took my wife Stacy and two-year-old son Miles to visit Camp Sea Gull in Arapahoe, North Carolina, where I used to spend summers sailing Lightnings as both a camper and counselor.

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The camp was holding its annual Bill Adams Endowment Lightning Regatta for alumni to come back to camp for a day and race against each other alongside current campers and counselors. The regatta is a memorial to a former Sea Gull camper and sailing counselor, Bill Adams, who unexpectedly passed away in his twenties from unknown causes. Bill was very well known and loved around the camp community, and his favorite thing was taking kids out sailing and teaching them seamanship skills. As a fundraiser, all the proceeds are directed into the endowment fund created by his parents, Bill and Sarah Adams, who were the directors of the sister camp, Seafarer, for many years. The funds are used for "camperships" each summer, which enable underprivileged kids who otherwise would not have the opportunity to go to camp.

The day before the regatta, on Friday July 10, I conducted an informal Lightning clinic for many of the campers and counselors participating in the regatta, and for those campers training all summer to pass the rank of Lightning Skipper. Achieving this rank allows them to check out a Lightning on their own and begin skippering in regattas. In the clinic, we rigged up a boat on its trailer and demonstrated sail trim and how to change sail shapes for different conditions. I also talked about the Lightning Class itself, the various countries and fleets in which it sails, the Boat Grant Program, and generally why it's such a great Class to be a part of.

We ended with some basic racing tactics and starting techniques and answered many questions from the kids. The clinic lasted about an hour and a half and was videotaped for future showing to other groups. It was a lot of fun for me, and it seemed like the campers and counselors alike found it interesting. Many of the kids came up afterwards to talk about how they race on their high school team or at their home yacht club, as well as about how to stay involved with the Lightning.

The regatta itself, held on Saturday afternoon, consisted of ten boats, each with two alumni, one sailing counselor, and one camper aboard. We got in two races in an atypical light northeasterly breeze, with our team scoring a 3-1. We ended up "tying" for first with another team who had a 1-2, but was given a scoring penalty for an "incident" at the start of the first race. But this was really about having fun with the campers out on the water and letting them drive with a bit of coaching.

My team consisted of our camper, Joe, who did a fantastic job on the helm, Jackson Morton (son of Dan Morton, long-time Wilmington, North Carolina, Fleet 511 crew), and my good friend Robert Marshall, with whom I used to sail Lightnings when I was a camper. Robert was also our host for the weekend at his historic home across the river in Beaufort, North Carolina.

—continued on page 2



President's Column

Brian Hayes, Sr.

This month finds me alarmingly unprepared for the next six weeks of activity. We have WMJs and NAs to be held in Sodus Bay, which will be complete or near complete by the time this hits the press, and the Worlds to follow in Burlington. It is too hard to think about all that needs to get done to get ready in that timeframe, so let's concentrate on what we've accomplished so far this summer.

All our District Champions have been crowned and congratulations go out to all the winners. It's a huge deal to win a Districts. At least that's what I've been told. I've never done it.

The ACCs were held at Tom's River (site of the '10 NAs), and 59 teams enjoyed a great weekend as TRYC tuned up for next August. The Canadian Open had a great turnout as well, and the recently completed European Championships drew seventeen teams, which is a great showing for our European members. Also, the Wooden Boat Get-together was held again in New York for our "Classic Lightning" aficionados.



All in all, we have a great year, and, as I mentioned, there is more to come. For now, I have to get the boat and van ready, pack the car, get the family organized (they are coming to Sodus for the week), make certain I have crew, pack the cooler, print MapQuest directions, organize the meetings (I'll see you at the meetings, right?), etc., etc., etc....no problem.

As a follow up to last month's column, I am happy to report my nephew is the proud owner of 14287. He has sailed it a lot already at Cedar Point Yacht Club and even got my sister and dad to go out sailing with him last weekend. I wasn't sure if he was hooked until this weekend. We were sitting in Pittsfield, Massachusetts, watching my daughters U10 state champion softball team play in the regional tournament when I got a voice mail. It was David. It was raining. It was windy. Just a crummy day. The message was short and to the point. "Hi Uncle Bri. Do you have a spare pair of sailing gloves I can borrow today? Let me know."

—continued from page 1

At the awards ceremony, several participants, including myself, had the opportunity to speak about the impact the camp has had on our lives and the positive experience it provides for so many. All in all, it was a very rewarding weekend, and one of those rare times when the racing takes a backseat to a greater purpose. And of course, going back to summer camp for a day is a heck of a lot of fun!





CHAMPIONSHIP OF CHAMPIONS

Class: Lightning's

Carlyle Sailing Association

October 2009

Here's a question for you: When has a Lightning World's, North American Championship and major US SAILING Championship in Lightning's ever taken place in the same year, in the United States???

The answer: NEVER – BUT FOLKS THAT'S ABOUT TO CHANGE!

For the first time in US SAILING's history, they selected the Lightning for this year's Champion of Champions Regatta. This event pits 20 current North American and/or World Champions, from various classes, competing in a round-robin regatta to see who's the BEST OF THE BEST. Carlyle Sailing Association, located outside of St. Louis and host of the 1999 Lightning North American's and 1998 Pan American Game Trials and home club for four Lightning North American Champions, will devote full resources to showcasing the Lightning to the world. With the NA's in August, the World's in September, and the C of C's in October, all in the U.S., we're talking some seriously intense exposure and public relations possibilities for the class; we should all be extremely excited. The C of C's occurs over 3 race days, with US SAILING judges watching every move, and a nationally certified P.R.O. running the racing show. October on Lake Carlyle will be very pleasant, highs in the 60s with great Midwestern winds.

Our goal is to welcome these champions to the Lightning Class with open arms. By holding a great "show" it's our hope that these folks travel back to the four corners of the country and tout the fun and thrills found aboard the Lightning. It's our hope through the media that the boat, and the class, are recognized as world class, inviting everyone who has never seen or sailed the boat to go check it out. It's our hope that through sponsors and donations, which during these economic times has been difficult, that we can run a top notch regatta that does nothing short of thrill the attendees and the post regatta fodder.

We as a class have the opportunity of a lifetime with these three major regattas all taking place in the short span of eight weeks time and all located in the U.S.. The Lightning and the class will receive significant exposure and certainly make a large PR splash in ways not possible in recent memory. We at Carlyle Sailing Association and all the folks that have donated their time and boats to the cause, are ready and waiting for the world to come sail, read, see, and of course hear what a great event, what a great boat, and what a great class the Lightning entails.

Rick Bernstein
Business Manager
2009 C of C Regatta
Lifetime Lightning Racer

For information on donations or sponsorships, please contact Rick Bernstein at rick@aboveandbeyond.tv

2010 Southern Circuit Dates

It's never too early to start planning for next time!

*Deep South Regatta hosted by the Savannah YC:
March 13-14, 2010*

*Lightning Midwinter Championship hosted by the
Coral Reef YC: March 16-17, 2010*

*Winter Championship hosted by the St. Petersburg
YC: March 18-21, 2010*

Please note that we have added a translation feature to the ILCA website, we hope this makes the information contained in the site more usable to our non English speaking members.

International Lightning Class Association

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Lightning Family News



Welcome New Member David Lutian

I grew up in Milford, Connecticut, in a family of Lightning sailors. My grandfather, Richard Hayes, sailed Lightnings years ago out of Fleet 6 in Stratford, Connecticut. My mother, Linda, and aunt, Lori, sailed with my grandfather, and just about everyone I talk to within the ILCA knows Brian and Neil. So, I guess for me it was only a matter of time before I caught the bug.

I have sailed on my grandparents cruiser for as long as I can remember, and I'm very excited to make the shift to one-design racing, especially on a boat as exciting to sail as the Lightning.

As far as sailing goals go, I would like to get some race experience under my belt and sail at least part of the Southern Circuit and the NAs in 2010.

See you on the water!

Lightning #2



Lightning #2 is fully restored and actively racing on Bow Lake, New Hampshire, with Fleet 493. Her first day on the water at Bow Lake was July 4, and July 18 was her first race.

Submitted by Bob Shapiro

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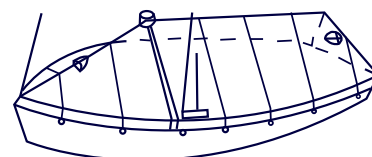
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sail # on cover			39

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Equador District Championship

Although the sun was nowhere to be seen, as it is common this time of the year, humpback whales were seen during Ecuador's 2009 District Championship

The Championship took place in Salinas on July 25 and 26. With favorable weather conditions, all six races were sailed with consistent 10–12 knots.

As it has become common over the past two years, the racing was dominated by Juan Santos Garces with his crew and sons Juan Andres Santos and Juan Rafael Santos. The second place was decided by a fierce battle between Jaime Calderon, Santiago García, and Justus Klemperer, against Carlos Lecaro, Oscar Viteri and Jorge Norero. What seemed like an easy win for Jaime Calderon's crew after the fourth race turned into a match race for the overall second place during the last race.

Also of note was the performance of Juan Manuel Meira and his crew Mauricio Jacobson and Eduardo Rodriguez. They not only held first place for the "Green Fleet," but also won 6th place in the regatta.



CLASE LIGHTNING— COPA DISTRITO 2009

JULIO 25 Y 26 DE 2009

Pl	Sail #	Name	From	Fleet	1	2	3	4	5	6	T
1	14673	J.SANTOS G J.R.SANTOS/J.A.SANTOS	AZUL	Blue	1	1	1	1	2	-8	6
2	ARG	J.CALDERON J.KLEMPERER/S.GARCIA	AZUL	Blue	2	2	2	2	3	-5	11
3	14676	CARLOS L.LECARO OSCAR VITERI/JORGE NORERO	AZUL	Blue	-3	3	3	3	1	2	12
4	14389	JUAN M.MEIRA MAURICIO JACOBSON/E.RODRI	VERDE	Green	4	6	5	4	-7	1	20
5	14163	J.VELEZ SAMUEL /SEBASTIAN HERRERA	AZUL	Blue	5	4	4	-6	6	4	23
6	14383	J.PAZMIÑO S.SALEM/ G.CORDOVA	VERDE	Green	-7	5	6	5	4	6	26
7	9411	E.GRANJA M.GRANJA /E.RODRIGUEZ JR.	AZUL	Blue	6	-7	7	7	5	3	28
8	14558	ERNEST MARTINEZ SEBASTIAN MARTINEZ	AZUL	Blue	-8	8	8	8	8	7	39



Left to right–Top: Mauricio Jacobson, Carlos Lecaro, Jaime Calderon, Jorge Norero, Santiago García
Bottom: Juan Manuel Meira, Eduardo Rodriguez, Justus Klemperer, Juan Santos Garces, Juan Andres Santos, Juan Rafael Santos



Left to right: Juan Andres Santos, Cesar Baquerizo (Salinas Yacht Club Commodore), Juan Santos Garces, Juan Rafael Santos with the permanent trophy

New England District Championship

July 11–12 — Squam Lake, New Hampshire

Brian W Gibbs



Given the fact that it had rained in New England for the almost the entire month of June and that the weather seemed to be making a turn in the right direction, I was very much looking forward to sailing the New England Districts at Squam Lake in New Hampshire. I started checking the weather/wind forecast on the Monday before, and it was calling for sunny and 80 degrees all weekend with south winds of 10–15+ knots on Saturday and westerly winds of 10–12 knots on Sunday. Sounds like a perfect weekend for Districts. The pessimistic side of me, though, always thinks that the long-range forecast will certainly change by Thursday and that there would be light air and rain for the weekend. I was pleasantly surprised throughout the week each time I checked the forecast. The theme was consistent—sunny and breezy all weekend! This was going to be fun! My regular crew, Mike Boardman and Beth Holland, were making the trek from Newport, Rhode Island, and were excited about some good close racing.

The Districts were hosted by the Fleet 332 and the Squam Lake Association (SLA). Squam Lake has three different sail areas that can be used, depending on wind direction. For Saturday, we headed out to sailing area B, which was perfect for the southerly direction. When we got to the course the breeze was nice, but it was typical lake sailing. It was very puffy and shifty, and the puffs were fanning out as they came down to the water. Sometimes there would be a puff on the right side of the course, sometimes there would be one on the left. As we practiced, we knew it was going to be the kind of day that would make your head hurt when you got off the water and make the first post race beverage that much more enjoyable. Fortunately for me, Mike and Beth seem to excel in these conditions and always kept me headed in the right direction.

The starting line was set for the average wind direction, but the wind was swinging back and forth a lot. The first attempt for a start ended up in a general recall, as the wind was on the right side of the course, and all

twenty-one boats tried to win the boat end. We were very thankful for the recall, as we would have been really buried. We decided to slide down the line for the next start and try to come in underneath everyone and get a clean start. As the next sequence started, a puff started to work down the left side of the course, and we were running out of time to push all the way back to the boat where everyone else was. So we decided we now liked the left. At 45 seconds, we tacked for the pin and had the bottom half of the line to ourselves. The pressure on the bottom left gave us the lead quickly, and we tacked over on the port and were on top of the fleet. We played the middle left up the beat, while most other boats played middle/right. At the top mark we round first, followed closely by George Peter and Joel Humphrey. The three of us had a bit of a gap to the rest of the fleet. We got lucky on the run with some well timed puffs that allowed us to hop onto a plane and sneak away from the fleet. We lead the rest of the way around. We watched with interest as Bill Fastiggi as able to make it from 5th to 2nd on the final small beat. Heather Ambrose was 3rd and George Peter was 4th. We were off to a good start!

By the next race, the wind had settled in a bit better, and everyone got off to a clean start. The race was much tighter all the way around the track. Nick Aswad led wire to wire, followed by Bob Bush and Erik Johnson. It was very close racing in the middle of the pack, where we ended up 8th. For the 3rd race of the day the breeze was up a bit more and as puffy/shifty as ever. Bill Fastiggi and Erik Johnson were a bit launched while we sailed around in 5th for a lot of the race until the second long beat. Right after rounding the first leeward mark, we picked up a right hand shift and pressure that allowed us to shear off the boats in front and to leeward. We got a small header and stepped back out to the right for more pressure. We found the pressure and the right shift again, and it allowed us to slip into 3rd by the weather mark. Garr Corocoran was doing the same thing and came with us to move up into 4th. We caught a huge



puff on final run and planed right up to Erik Johnson's transom from about 100 yards back. Mike, my middle crew, is an adrenalin junky and loves it when we are on a plane. Needless to say, he was giddy, as it was one of the fastest and longest planes we have had in years. Unfortunately, the puff subsided and we were unable to get by Erik. At the finish, Bill was first, Erik was second and we were third. It was a great day of racing, and now thoughts quickly changed to post-racing activities (rum and tonics).

When the scores were posted, we were tied with Bill Fastiggi for first with 12 points, and Erik Johnson was right behind us with 13 points. The top six teams were all within six points, so it was going to be all about Sunday. We held our annual NE District meeting on the deck and enjoyed a great dinner hosted by the Fleet and SLA. There may have been a few beverages consumed also.

After some rain overnight as a front slid through, Sunday morning was again sunny, and the westerly breeze was in and looked to be pretty strong. The RC choose race course A, which was perfect for the westerly wind direction. The breeze was maybe 5-12 knots. The first race started off well for us, and we rounded the first weather mark in the top five and worked our way up to third over the next three legs. Going around the last leeward mark, we were just ahead of Bill Fastiggi and Don Brush. Our plan was to cover Bill tightly, as we had a decent gap on the rest of the fleet and had no shot at catching the leaders. Bill slowly got closer and closer and was able to break our cover and cross us on the next tack. I also thought we lost Don Brush, which would have put us two points down on Bill going into the last race, but we just nipped Don at the line. The order was Bretton Gardner,

Nick Aswad, Bill, us, and Don Brush. We were now one point behind Bill going into the last race, and the next closest boat was Nick Aswad, about four points back.

For the last race, we started down near the pin and got a nice clean start. After a short time, we tacked over onto port in a left shift/puff, and we looking pretty good. At the weather mark, we were 4th. The breeze started to get light throughout the rest of race and was shifting around a lot, and we got nervous about the "crap-shoot factor" that was starting to seep into the final race. We made it around the final leeward mark still in fourth, with both Bill and Nick tucked back in the middle of the pack. Then the breeze just about shut off completely. I was thinking, "This is not happening!!" We managed to stay calm (or at least Mike and Beth did), and we found some private lanes of breeze that kept us moving toward the finish line, and we closed in on the leaders. The wind refilled right near the finish, and everyone got moving again. Don Brush won the race, Erik Johnson was second and we ended up 3rd. We had won Districts!

Thanks to Dan Egan and the Race Committee and everyone who helped out at SLA to make the Districts a great event.

I want to thank my dedicated crew, Mike Boardman and Beth Holland, for all of their hard work and focus. They get me around the racecourse, and they did an amazing job this weekend. We had a great time on and off the water.

Come sail at Squam on August 22 and 23. It is a beautiful place to sail.

Rank	Boat #	Skipper	Crew #1	Crew #2	R 1	R 2	R 3	R 4	R 5	Total
1	15132	Brian Gibbs	Mike Boardman	Beth Holland	1	8	3	4	3	19
2	15381	Bill Fastiggi	Kolby Kruger	Suzy Coburn	2	9	1	3	11	26
3	14056	Erik Johnson	Andrew Geffken	Colin Moffit	8	3	2	12	2	27
4	14146	Nick Aswad	Brad Harris	John Hill	11	1	6	2	12	32
5	15060	Heather Ambrose	Tim Ambrose	Gregory Beshore	3	7	5	9	8	32
6	14640	Don Brush	Connor Aswad		10	10	9	5	1	35
7	14050	Bretton Gardner	Justin Dorey	Caroline Roberson	5	14	13	1	5	38
8	14654	Bob Bush	Sterling Bush	Ben Craig	7	2	7	7	16	39
9	14972	Patrick Zachary	Kika Bronger	Joan Shannon	13	6	10	8	7	44
10	15258	Brian Comfort	Harry Ostrander	Nathaniel Hendrickson	14	4	8	10	14	50
11	14881	Art Cunningham	Dan Egan	Carolyn Cunningham	15	5	12	11	9	52
12	14119	Chad Miller	Derek Demming	Tanya Miller	12	13	15	13	6	59
13	14688	George Peter	CH Ritt	Alison Peter	4	16	16	14	10	60
14	15368	David Little	Mike Dewane	Maria Fischer	17	12	11	6	15	61
15	14275	Joel Humphrey	Patrick Gallagher	Rick Humphrey	6	15	14	17	13	65
16	15237	Mark Gardner	Erik Johnson	Lynn Gardner	9	19	22	15	4	69
17	14955	Garr Corcoran	Red Harvey	Brendon Manloy	DNF	11	4	19	18	74
18	14514	Arnie Tran	Kay Tran	Eric Shultz	16	17	17	16	19	85
19	14953	Jay Dieselman	Stefan Zewahln	Thomas Lucic	18	18	DNF	18	17	93
20	14247	Doug DeCluitt	Matt Tunley	Katherine Nunley	19	DNS	DNS	21	21	105
21	14814	Wally Ackley	Janet Rosequist	Kathy Stark	DNF	DNF	DNS	20	20	106

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Dave Fitch Memorial Regatta

June 27-28 — Spofford Lake Yacht Club, New Hampshire

Bob Bush

The weather in New England this summer has been wet and cool with little wind inland. The forecast for Spofford Lake (SW corner of New Hampshire) was little different from the past five days and the next five days—occasional showers and isolated thunderstorms with light and variable winds—not exactly what we are hoping for. However, we managed to get in all nine races over Saturday and Sunday and stay dry—even getting a little sun. We had four fleet boats plus five visitors, including long-time District sailor Georges Peter coming to our small lake for the first time. Dot Fitch, along with son Tom and family, made it to the regatta, but “Three Cheers” was not quite ready for the racecourse.

With the standard late start on Saturday, the first race began just after 1:00 PM in a maximum of two knots. Racing at Spofford in this light a wind is possible, as we have no waves except for the very occasional motor boat. The wind was from the northwest, our preferred direction, but the it was light enough that it just filtered down off the surrounding hills, rather than moving around the hills. This gave us remarkably steady winds for our little lake. I don’t believe the RC changed the course all day. The leeward gate was perfect, as the fleet split and both buoys gave chances to gain.

The Bush boat got off to the right of the fleet in the first race, found some private wind and were gone. The only question was whether they could beat the forty-minute race time limit. Unfortunately for the rest of the fleet, they made it. Ben Wallace, last year’s champ, was second, as the rest of the fleet was tightly spaced.

Joe Rosen sailed a great second race to take the gun, with Bob Shapiro second. The last three races had the Bush boat in front at the finish, with Bob Shapiro showing the fleet that the north shore lane was the way to go downwind when you needed to gain. Even with the wind light, the Lightnings were able to sail directly downwind, as there were no waves to collapse the spinnaker luff and no need to heat things up. The only question was jib or spinnaker.

After an overnight thunderstorm, everyone arrived at the club to see less wind and light rain. With a short delay on shore, the rain stopped and the wind was from the north at three knots. This is a somewhat unusual direction on our lake. The first race was tight, both upwind and downwind. Joe Rosen was able to get around the gate first and held on over Brian Comfort in second. The next race had

Brian Comfort out in front with a fantastic start, and they held on in our shortest race. After a reset of the course (30 degree shift to the northeast), we had the windward mark, getting just close enough to the shoreline to create some big opportunities just after the offset mark. Pat McQueen and the Bush boat had a great duel downwind, at different gate marks and upwind, with Pat getting the gun. The last race had Pat and Bob in an almost identical race, with both boats rounding their same (opposite) gate marks as the race before, but with Bob getting the gun this time.

While the wind was never up, the racing was fast and friendly along with the folks involved.

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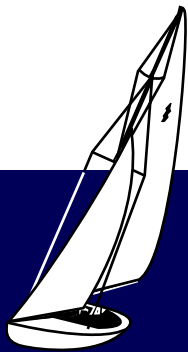
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	Skipper	Crew	Crew	Sail #	R1	R2	R3	R4	R5	R6	R7	R8	R9	Ttl	T/O	Ttl
1	Bob Bush	Sterling Bush	Jeremy Rathfon	14654	1	3	1	1	1	3	4	2	1	17	4	13
2	Joe Rosen	Alex Gemmell	Ben Craig	13792	4	1	3	6	5/ (RDG)	1	3	6	5	34	6	28
3	Bob Shapiro	Josh Gershuny	Ryan Gershuny	14667	3	2	2	3	3	7	6	5	4	35	7	28
4	Ben Wallace	Karen Wallace	Sean Campbell	14621	2	4	4	2	4	5	7	4	3	35	7	28
5	Georges Peter	CH Ritt	Elizabeth Ritt	14688	6	5	6	4	2	4	2	3	6	38	6	32
6	Pat MacQueen	Amy	Ralph	14360	5	6	5	7	5	6	5	1	2	42	7	35
7	Brian Comfort	Kyle Gershuny	Crew Guest	15258	7	8	7	5	6	2	1	7	7	50	8	42
8	John Hughes	Nadine Lavendar	Pat McCormack	11136	8	7	8	8	7	10	10	10	10	78	10	68
9	Tom Fitch	Deb Fitch	Dave/Ashley Fitch	13835	10	10	10	10	10	10	10	10	10	90	10	80



Classic ⚡ Lightning

Bob Astrove — astrove@hotmail.com

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

Turner Boat # 6294

Samuel F. Albergotti



Last fall, I asked Walker Humphrey what his father, Peter, had been doing since retiring from his medical practice. “Restoring an old wooden hull Lightning,” Walker informed me. That got me thinking about the old wooden hull Lightning sitting in the back of my father’s garage...

Back in the summer of 1969, when I was 17 years old, my father Bill Albergotti told my brother Raymond and me that he had a job for us to do. We were to take apart our family’s 1956 Lightning (#6294), strip off the varnish, and get the boat ready to store in the back of the garage. With the boat needing refinishing, college approaching for my oldest brother and me, and my two younger

siblings having no interest in sailing, he had decided to put the boat up for the time being.

The three of us obtained varnish remover, sandpaper and other tools, and went to work. We removed the seats, floorboards and moldings, and took the hardware off the mast and boom. Each of the various parts was placed in small paper bags, with artistic drawings on the outside showing what was in the bag, and where it went on the boat. Then, we started stripping varnish.

At some point, my father told us we could stop work “for now.” We put the boat in the back of the garage, and there it has sat, patiently, for forty years.



Until recently, much of my time has been spent chasing my four children around to their various sports and other activities and coaching the pitchers on my son's travel and showcase baseball team. With my youngest son beginning college this fall, I knew that I would have more free time available than I had had in years.

I called Peter Humphrey, whom I knew from parents' weekends at my oldest son's college. We talked at some length about the restoration of his boat, #3104. Peter gave me a history of the project, and some tips on where to find books and other information on the subject. After looking at photographs of Peter's boat on the Lightning Class website, I started ordering books on wood boat repair, reading Yahoo! group postings, and generally educating myself on the subject.

Before I got too far into the project, I decided to get the boat surveyed by someone who knew what he was doing. I emailed Bob Astrove at the Lightning Class Association and asked him if he knew anyone who worked on wood hull boats near my home in northwestern South Carolina.

Bob was excited that a wood hull Lightning had "surfaced." He recommended that I contact Corky Gray at High Rock Lake, which is in central North Carolina. Corky has been sailing, racing, repairing and restoring Lightnings for years. He is knowledgeable about wood boats in general and Lightnings in particular.

After making an appointment for the survey, we started getting the boat and trailer ready to travel. This included new tires, wheels



and bearings on the trailer, installing safety chains, adding lights and replacing chains and turnbuckles on the tie-downs.

The boat also had to be extricated from the back of my parents' garage. It was surrounded by stored items, and its decking was being used as a shelf for the storage of numerous items—an old sofa sat astride the stern, accompanied by a wing chair on its bow!

Last Friday, my wife Moyer, youngest son Gaston and I took the boat to High Rock Lake. Aside from seeing about the boat, we knew that it would be a treat to see Corky's shop.

Corky works in the middle of a hardwood forest in a two story shop cut into the side of a hill. The upper floor has mostly open walls, so that he is essentially outside while he works. Hanging on the ceiling was one of his handsome hand-crafted wooden canoes, but the real surprise was on a working platform across the open front of the shop – his Skaneateles Lightning, #392, presently under restoration.

The good news from the survey is that the boat is in excellent condition for its age and is structurally sound and restorable. Corky indicated that she had obviously been raced hard and banged around, but that is another story.

We agreed that Corky will do most of the renovation but will delegate tasks to me to the degree possible, given my limited talents. We plan to have the boat back on the water by early September.

After forty years in hibernation, the old boat's patience is being rewarded!

Atlantic Coast Championship

July 25–26 — Toms River Yacht Club, New Jersey

David Starck



Racing sailboats on a hot, sunny weekend in July on Barnegat Bay is interesting to say the least. The powerboat traffic is unparalleled, especially when a portion of the race course is located in the main channel. Thankfully, the 15+ knots sea breeze did not disappoint, and we had good pressure to get us through the motorboat chop both Saturday and Sunday.

Fifty-nine teams participated in the regatta which was a great turnout. The Toms River Yacht Club regatta organizers and Race Committee did a super job.

I was fortunate to have two excellent teammates aboard with me. My wife, Jody, and Ian Jones were exceptional. All I had to do was steer the boat. They pointed us in the right direction and got the sails up and down. It was truly a pleasure sailing with them. I look forward to spending a week in Vermont with Jody and Ian come September.



Pos	Bow/Sail	Skipper	Yacht Club	1	2	3	4	5	Total
1	10 / 15355	David Starck		6	1	1	4	1	13
2	19 / 15353	Allan Terhune, Jr	Eastport Yacht Club	2	3	5	1	3	14
3	34 / 14950	Bill Healy	Niantic Bay Yacht Club	4	5	4	2	5	20
4	45 / 15151	Geoff Becker	Severn Sailing Association	7	8	13	3	2	33T
5	65 / 14855	Jody Lutz	Metedeconk	3	6	9	5	10	33T
6	17 / 14821	Ched Proctor		21	2	3	9	8	43
7	43 / 15083	Jeff Linton	Davis Island YC	19	18	7	12	6	62
8	57 / 14589	Brian Taboada	IHYC	12	13	16	7	15	63
9	62 / 14960	Mitch Hnatt	MYC	15	11	11	11	24	72
10	27 / 14719	William Bogardus	Cedar Point Yacht Club	20	12	6	26	14	78T
11	15 / 14548	Jon Guth		22	14	17	13	12	78T
12	30 / 15381	Bill Fastiggi	Malletts Bay Boat Club	1	7	2	10	60/DSQ	80
13	47 / 15412	Tim Scanlon	Chautauqua	9	20	24	21	9	83
14	33 / 15154	Mark Schneider	Riverton	31	10	12	18	13	84
15	54 / 15393	Marcus Eagan	Bay-Waveland	5	4	8	8	60/DNF	85
16	64 / 14597	Keith Taboada	Metedeconk	18	22	10	19	17	86
17	68 / 14175	Ted Duffy	Monmouth Boat Club	38	9	14	22	7	90
18	59 / 15385	JOhn Townsend	HWS	13	29	19	15	16	92
19	13 / 14036	Justin Coplan		17	23	32	6	28	106
20	29 / 15132	Brian Gibbs	Fleet 121	25	21	28	14	19	107
21	24 / 15101	Sam Septembre	New York Yacht Club	30	17	25	23	22	117
22	61 / 14890	William Brown	BLYC	29	31	34	17	11	122
23	37 / 15336	Steve Warren	Surf City Yacht Club	14	27	39	20	23	123
24	11 / 15024	Jason Werner		11	32	26	51	4	124T
25	40 / 15139	Pierce Barden	Carolina Yacht Club	10	15	27	42	30	124T
26	51 / 15345	John Faus	Barnegat Light Yacht Club	24	25	30	24	27	130
27	36 / 15204	Bill Mergenthaler	Surf City	32	28	20	37	20	137
28	35 / 14300	Rich Warren	Surf City YC	46	16	18	28	34	142
29	20 / 15084	Joseph Buczkowski		37	38	15	27	26	143
30	69 / 15365	David Watts	Monmouth Boat Club	36	33	31	32	18	150
31	14 / 14866	Bill Mauk		8	49	22	35	38	152
32	16 / 15240	Stephen Constants		16	19	29	29	60/DNF	153
33	52 / 14146	Nick Aswad	Malletts Bay Boat Club	26	30	43	33	25	157
34	49 / 14727	Paul Luisi	Monmouth Boat Club	42	36	35	16	33	162
35	66 / 14786	Jon Schwartz	NSIBYC	40	60/DNF	21	25	21	167
36	31 / 15367	George Harrington	Monmouth Boat Club	50	24	23	36	35	168
37	28 / 14044	Charlie Wardwell	Fishing Bay Yacht Club	43	35	33	39	37	187
38	58 / 15406	Austin Kana	HWS	27	39	60/DNF	31	31	188
39	63 / 14425	Chris Crockett	Buffalo Canoe Club	39	37	36	46	32	190
40	18 / 15142	Nabeel Alsalam		41	26	37	34	60/DNF	198
41	41 / 15197	Matt Reiser	Lavallette Yacht Club	35	60/DNF	38	43	29	205
42	48 / 14073	Gary Hurban	SSA, Annapolis	44	42	40	40	44	210
43	22 / 15122	Jim Carson		28	34	60/DNS	30	60/DNF	212
44	44 / 15387	Graham Leonard	NYC/HHSA	49	47	44	41	42	223
45	46 / 14485	Ron Buchanan	PRSA	23	41	41	60/DNF	60/DNF	225T
46	12 / 14074	Trevor Prior		52	40	46	48	39	225T
47	21 / 15131	Patrick Phelan		34	60/DNF	45	45	43	227
48	38 / 14580	Steve cox	silver lake	33	45	48	44	60/DNF	230
49	67 / 14217	Kevin Robinson	Monmouth Boat Club	55	50	49	54	40	248
50	32 / 14940	Mark Kaplan	Barnegat Light	54	44	60/DNF	52	41	251
51	77 / 15246	Joy MacDonald	Buffalo Canoe Club	51	43	60/DNF	38	60/DNF	252
52	53 / 14276	Cole Barney	Monmouth Boat Club	45	51	42	55	60/DNF	253
53	42 / 14581	Joe Friebele	Severn Sailing Association	48	46	60/DNF	49	60/DNF	263
54	23 / 13740	Bart Nicholson		53	52	47	53	60/DNF	265
55	39 / 4866	James B. Morton	Orient Y.C./Mystic River Mudheads	60/DNF	60/DNF	60/DNF	50	36	266T
56	25 / 14096	Chuck Parry		56	48	60/DNF	57	45	266T
57	50 / 14942	Dick Moyer	Riverton	47	60/DNF	60/DNF	47	60/DNF	274
58	55 / 14629	Tom Compton	HDGYC	60/DNF	53	60/DNF	56	46	275
59	26 / 15232	Robert Hall		57	54	60/DNF	60/DNF	60/DNF	291





New Jersey State Lightning Championship

July 17-18 — Barnegat Light Yacht Club, New Jersey

Jason Lutz

After taking a year off to go to the Delaware River, the New Jersey State Lightning Championship was back on the Barnegat Bay. Barnegat Light Yacht Club on Long Beach Island played host to the regatta, giving the sailors what they always want: good sailing and a big party.

Saturday brought a shifty and puffy westerly breeze off the shoreline. Three strong races were completed, as Mark Schneider won two races and held a point lead over the familiar team of my father Jody Lutz, Matty Schon, and myself.

After a tremendously put together summer party following Saturday's racing was over, it was back to business on the water—well not so fast. The wind gods must have seen the wild party, as the sea breeze took its time filling in and gave everyone a much needed extra rest. As the breeze began to fill quite nicely, we made it our mission to win the regatta by having a strong day. We executed our plan to perfection, as we won the first race of the day, followed it up with a second, and took control of the regatta. And once again, the State Championship trophy gladly returned to the Lutz household, although my mom was not too thrilled to see another big, ugly perpetual trophy!

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- 1st** NAs - President Cup
- 1st** NAs - Masters
- 1st** NAs - Juniors
- 1st** South American Champs
- 1st** St. Pete Regatta
- 1st** Savannah Regatta
- 1st** Miami Regatta
- 1st** Canadian Open
- 1st** Frigid Digit Regatta
- 1st** Atlantic Coast Champs
- 1st** 70th Anniversary Regatta
- 1st** Borderline Regatta
- 1st** Indy Open
- 1st** Mid-Continent Regatta
- 1st** Leukemia Cup
- 1st** Youth Worlds
- 1st** Long-John Regatta
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Photo Bill Clausen

Plug Nickel, the Book

By Joel Thurtell

Plug Nickel is back.

In fact, the boat named "Plug Nickel" never went away.

But since June 2005, my columns about my adventures with the wooden Lightning sailboat hull that eventually came to be christened "Plug Nickel" came to an abrupt end.

I was sad to stop writing those columns, which numbered somewhere between 55 and 60 by the time I called it quits. For the better part of six years, I wrote monthly columns about my adventures with wooden Lightning sailboats in the *Flashes*, a publication of the International Lightning Class Association.

Enough for a book. Enough, in fact, for THREE books. That is now my plan—to publish a three-volume set of my wooden boat columns to be titled "Plug Nickel, Volume One," "Plug Nickel, Volume Two" and "Plug Nickel, Volume Three."

The books will be published by Hardalee Press. "Hardalee" was the name I chose for my publishing firm back in 2001 at the time I launched "Plug Nickel" the boat. Then it seemed as if I'd just picked the name out of the air. It was a good sailing term. "Hard a'lee!" is what the skipper says when he or she puts the helm over to bring a sailboat about on the opposite tack by turning the bow through the eye of the wind.

I had seventeen of my columns hastily printed in a kind of brochure form and took them to Mystic Seaport where I showed my Nickels & Holman 1965 wooden Lightning alongside Skaneateles Boat Company-built Lightning Number One.

In retrospect, "Hardalee" seems like a great choice of names. "Hard a'lee!" signifies a change of course, switching tacks, a new direction. That is what Hardalee Press signifies to me. All my life, it seems, I have yearned to write books. And, of course, I yearned also to see my books in print. After many, many attempts at securing an agent, sending manuscripts out to publishers, getting rejection after rejection, finally, my first book was published in March 2009 by Wayne State University Press.

"Up the Rouge! Paddling Detroit's Hidden River," is part photo book, part adventure story and part environmental critique, a stock taking of where efforts to clean one urban river have gotten us. Its co-author is Patricia Beck, longtime Detroit Free Press photographer, an old friend of mine as well as sailing buddy. Pat and I paddled a canoe twenty-seven miles up the highly polluted and logjam-choked Rouge River, then wrote an award-winning newspaper series followed by the Wayne State book.

The book was three years in production. I'm 64 years old. I've written a lot of books. If it took three years for me to publish every one of my books, I'd have to live to 200. Somehow, I don't think it's gonna happen. The alternative is to start publishing them through my own company. That is Hardalee Press.

So, you see, I have changed tacks. I'm gonna take charge, bring these books to market myself. The *Plug Nickel* series is part of my bigger plan to publish quite a few books that I've written. I'll write regular updates as I make progress on this book, which I think will interest sailors everywhere.

Drop me a line at joelthurtell@gmail.com. *Plug Nickel* is available in the ILCA Store now.

<http://www.lightningclass.org/marketplace/store/book-lets/index.asp>



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Canadian Open

July 11–12 — Buffalo Canoe Club, Pt Abino, Canada

Ched Proctor



We all like to go Lightning sailing at Buffalo Canoe Club for different reasons. I personally like the nice southwest breezes with the totally Lightning-oriented relaxed atmosphere. We showed up on Friday at the delightful Buffalo Canoe Club. The hope was to get some good practice and tuning against some of the fast teams that were there. Unfortunately, there was no wind, so we watched Jim play tennis with the local pro and Adam Probst. The wind did not disappoint for the weekend though, as we had three great races both days. Courses were twice around windward leeward with downwind finishes. The last race each day was five legs. I think these downwind finishes make a lot of sense. Saturday AM was also delayed as we waited for some thunder squalls to pass through.

When we got on the water, we enjoyed another squall, but, fortunately, the Race Committee was not deterred from keeping us on the water.

We ended up sailing three races in a delightful southwest breeze. In the first race we were initially able to get the jump at the weather mark and led down the run. At the leeward mark Matt Fisher closed in considerably, as we screwed up. We went around the right (looking downwind) mark and continued for a few lengths to clear spinnakers. Matt tacked right around the mark on to port tack. The wind phased back to the right, and this put Matt ahead; David was putting on a strong bid from the left side. We held him off to finish second, while Matt took the win by a couple of lengths.

In the second race, Class newcomer Marcus Eagan took the win. In the third race we found some shifts that were

to our liking, to gain a small lead at the top mark. As the wind had shifted left, we were able to defend and hang on for the win, as David ground down Jim Allen to take second. The party in the boathouse on Saturday night was delightful. It was a great dinner, and Lake Erie provided a lovely backdrop to chat.

Sunday morning looked to be light from the southwest with several big shifts as we tuned up. It settled in pretty nicely though. There were several big shifts that made it tricky. The first one of the line was a significant left shift. We started near the weather end but had two boats on our hip that didn't want to let us tack to port. So we were behind and had to scramble. We started to get back into it near the top of the beat. The fleet was tightly packed. On the second beat things

got really tight, with some big shifts to make it interesting. We experienced one auto tack shift that had us nearly swimming. We struggled to an eighth place finish which ended up being our throw out.

In race 5 we were able to hold the lead at every mark, but on the run to the finish the family team of Larry, Joy and Adam MacDonald ran us down just before the finish. This left us with a four-point lead over David.

The last race was easily won by Tom Allen, assisted by his son Karl. We started poorly in the second row with David right under us. Fortunately, we were able to tack into a very nice lane and sail back into contention. David was pinned from tacking, and when he did, he took our stern to get to right. Since the right never came in, we were able to get between David and the next mark, which is where we sailed the race.

This was a great event well run by the group at the Canoe Club, and I look forward to the next opportunity to race Lightnings there again.



Rank	Sail#	HelmName	CrewName	R1	R2	R3	R4	R5	R6	Total	Net
1	14821	Ched Proctor	Jay Mueller & Jim Barnash	2	3	1	8	2	3	19	11
2	15355	David Starck	Jody Starck & Ian Jones	3	2	2	5	6	11	29	18
3	15393	Marcus Eagan	Marc Eagan & Kippy Chamberlain	4	1	5	9	5	5	29	20
4	15164	Jed Dodge	Bill Dodge & Sarah Costich	5	6	10	3	4	8	36	26
5	14905	Jamie Allan	Jay Deakin & Marc Littee	36/ DNF	7	6	1	3	10	63	27
6	15208	Jim Allen	Ernie Dieball & Jacqueline Dieball	7	5	3	14	12	4	45	31
7	15045	Matt Fisher/Dan Moriarity	Tobie Moriarity & Monica Jones	1	8	36/ DNF	4	8	12	69	33
8	9	Thomas Allen	Karl Allen, Bill Pictor & Hanna S.	6	4	25	7	18	1	61	36
9	15181	Debbie Probst	John Fisher & Greg Fisher	11	9	17	2	13	14	66	49
10	15246	Larry MacDonald	Joy MacDonald & Adam MacDonald	28	19	15	10	1	9	82	54
11	15064	Richard Walsh	Tina Walsh & Alex Cox	10	10	12	15	7	24	78	54
12	15082	Michael Holly Jr.	Pat Littee & Will Hall	16	11	13	19	10	6	75	56
13	15339	Warren Emblidge	Jack O'Donnell & Brian Starck	26	14	8	11	9	15	83	57
14	15279	Bob King	Bill Stewart & Mike Healy	9	12	9	13	15	17	75	58
15	1490	Alain Boucher	Terry Line & Chantal Leger	14	15	4	25	17	18	93	68
16	15272	Mark Grinder	Bill Neal & Matt Franzek	8	16	14	17	21	13	89	68
17	15406	Austin Kana	James Landi & Josh Parks	12	20	11	22	11	16	92	70
18	14174	David Sprague	Dan Sprague & Sara Foscarini	20	13	7	18	16	21	95	74
19	15193	Sam Padnos	Phillip Norris & Josh Padnos	23	23	19	20	19	2	106	83
20	14249	George Sipel	Jeff Hagman & Christine Moloney	15	18	16	16	22	23	110	87
21	15412	Tim Scanlon	Emily Moloney & Julie-Ann MacDonald	22	21	24	6	25	20	118	93
22	15399	Tom Starck	Scott Ikle & Martha Barrett	36/ DNS	36 / DNS	28	12	14	7	133	97
23	15257	Maegan Ruhlman	Maddie Waldron & Kathryn Moloney	13	27	18	24	24	19	125	98
24	14672	Connor Mangan	Jeffrey Markarian & Lauren Jones	18	22	21	21	30	25	137	107
25	14416	Peter Godfrey	Connor Godfrey & Griffin Orr	25	17	23	27	29	22	143	114
26	14516	Lorrie Walsh	Katrina Oostveen & Tina Corness	21	24	22	23	26	28	144	116
27	14580	Steve Cox	Larissa Cox & Mark Dadd	24	25	20	26	31	29	155	124
28	15276	Philip Lange	Alister Thomson & Alexandra Lange	19	28	27	29	28	30	161	131
29	1524	Tim (TJ) Wright	Sam Jones & Lindsay Wriht	29	31	26	31	20	27	164	133
30	14261	Ed Roseberry	Erin Gregory & Rachel Moloney	17	36 / DNF	36/ DNF	28	27	26	170	134
31	15387	Graham Leonard	Ben Leonard & Eliza Pope-Collins	27	26	31	30	32	31	177	145
32	15103	Jessica Lombard	Stephanie Boucher & Caroline Trottier	31	29	29	33	33	32	187	154
33	14572	David Fedak	Jake Robbins & Jeff Robbins	30	30	30	32	34	33	189	155
34	15284	Dick Aubrecht		36 / DNS	36 / DNS	36 DNS	34	23	36 / DNS	201	165
35	14630	Ainsley Thomson	Andy Peck & Alex Steo	36/ DNS	36/ DNS	32	35	36/ DNS	36 / DNS	211	175



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Packaged set: \$99.95

Packaged in a special keepsake quad DVD holder:

Taming the Spinnaker Beast: "Taming the Spinnaker Beast" is the newest training video from the International Lightning Class. Featuring Rolex Yachtsman of the Year and Lightning World Champion Jeff Linton, this new video illustrates useful techniques from basic to advanced work with the spinnaker. Crewmembers Bill Fastiggi and Amy Smith Linton demonstrate how to set and trim the spinnaker in a variety of conditions, how to recover from common mishaps, and how to douse the spinnaker.

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.

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

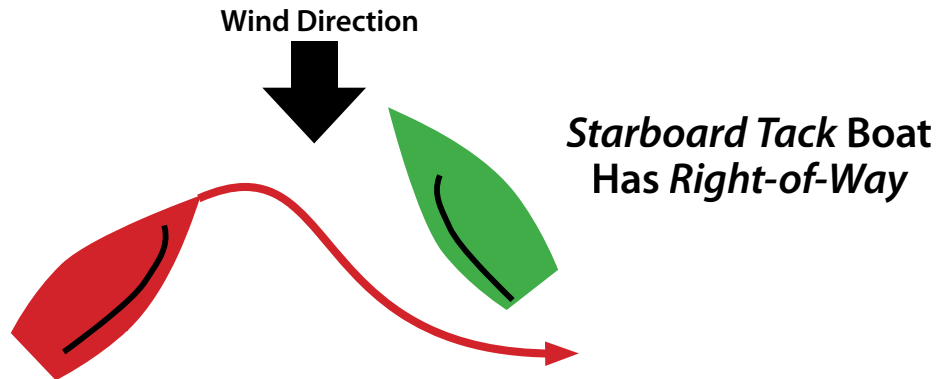
Skipper/Crew Training: Champions Greg Fisher and Andy Horton show you step by step techniques for fast boat handling. Tacks, sets, gybes, take downs... Directed by Rick Bernstein. Quotes from the Boys: Fisher "When it comes right down to it, it really does come down to the basics, this video is a great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

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

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

THE BASIC SAILBOAT RACING RULES ALL RACERS SHOULD KNOW

By Ken Quant



In sailboat racing there are no out-of-bounds lines on the floor or referees to call fouls. The rules are self enforced and administered within the fleet. A basic understanding of just a few important rules will help ensure that everyone has fun and gets home safe.

The specifics of the sailboat racing rules are mind-numbingly detailed and written to cover all potential incidents. **DON'T WORRY** - You do not need to know everything about the rules to go out and have fun and be safe. By reading and understanding the following rules and terms, you should be able to get around the course without fouling another boat or causing an accident.

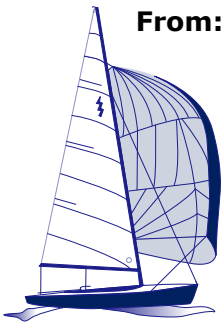
These rules should only be thought of as a beginning!

To get an official copy of the complete rules, join US Sailing at www.ussailing.org Members receive an official copy of the current rules as a membership benefit. For a plain language discussion of the rules, look into purchasing Dave Perry's book entitled "*Understanding the Racing Rules of Sailing*" at the same site.

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

Classifieds

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

15379 Nickels. Fully loaded with virtually every option, stored indoors. 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. Tac Tic Micro Digital Compass. Suunto compass, Level Gauge, Windex and Bow Dick already mounted. Many extra APS hardware and rigging included. JCD Carbon Tiller Extension and two sets of mast blocks. \$22,875.00 Denver. Another \$750.00 discount prior to September 15th. Contact with any questions: 303-321-1350 jerry@crestintl.com

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

15309 Nickels. All white, like new boat. Sailed minimally one season and stored indoors during winter. Full trailing covers. Mooring cover. Galvanized trailer with aft jack stand, spare tire with mount and mast supports. Adjustable jib leads. JCD tiller extension and universal. Tack tick Micro Compass with bracket. One set of Quantum sails and spin. Boat is in Cincinnati, OH. kirkpg@gmail.com. 513-271-2913.

15083 2001 Allen. winner of two World Championships, three Southern Circuits, and more. Aqua deck, white hull. Bottom professionally fared and maintained. New 2009 Allen mast, with spare 2005 Allen mast, full covers, no sails. \$16,800 firm. Available after the Vermont Worlds; can deliver on East Coast in late September. Jeff Linton, 813-254-3455 aslinton@aol.com

15057 Allen - White hull and deck, very good condition, new minimum weight rudder, Ronstan X-10 adjustable tiller extension, Super Spars tapered spin pole, Plastimo compass, North M-5 main, 5A+ jib and R-2 spin all in like new condition, set of practice sails, pin stop jib cars, spinnaker halyard lead aft, Allen galvanized trailer with wide bunks and mounted spare, all safety gear, top travel cover (or one piece envelope travel cover), skirted mooring cover, rudder cover and mast cover. Asking \$13,900. Norwalk, CT. Contact David Howe, dhowe66@gmail.com. (914) 319-4836

15024 Nickels - Fast boat, well maintained and upgraded. Bottom clean and fair. No damage history. Custom Guck Rudder. Tacktick compass. Full trailer covers and mast cover. 701 lbs. Upgraded hiking straps, all Nickels upgrades from the shop, upgraded lines, 100% race ready. One full set of sails (North Fishers new 2007 NA's) included. \$11,000 contact Jason at 410-688-8431 or jwerner@cliamsbridge.com

14947 Allen: This boat is essentially new. It has been sailed very little and stored inside Rigged with all the options; Race Master and large car Compases; Carbon fiber hiking stick; 2 spinnaker poles; Wood rudder 2 Proc. mains (one old - one fleet racing); 3 5A+ jibs (one old, one fleet and one district); 2 spinnakers (RC1 - Backup; RC2 old); FabrCraft two piece traveling covers and mast cover; Cover for dry storage; Allen trailer with extended tung and spare tire with trailer attachment. \$15,000 Carter Utzig 704-334-6435 or 704-904-7943 c-utzig@carolina.rr.com

14933 Nickels. Very little use - looks new. All white hull, light gray non skid, minimum weight rudder. All the latest controls plus lots of extras-including full side mooring, rudder and mast covers and new tack tick compass, 2 suits North Fisher sails. One suit used twice other has light use and is still very crinkley. Nickels galvanized trailer, long tongue, wide bunks, tires like new, new bearings with buddies and bras and mounted spare (WAS MY CAROUSEL 34) \$12,900. Photos available I also have many other preowned Lightnings. Call to see what's in my barn. Contact Joe Dissette Mich. 989-631-2133 dissettesail@chartermi.net

14923 Allen - white hull, grey deck in excellent condition. Sailed mostly in fresh water and one time per season last 6 years. Very low water mileage. Galvanized Allen trailer and trailing cover. \$13,500.00. Sodus Point, New York. Contact Jed Dodge 585-298-1472. jdodge5353@aol.com

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, contact John Townsend, townsend@drs-c3.com. \$9,600

14825 Nickels. White hull, grey deck. Fast boat in excellent

condition. Galv trailer, two piece travel, mast and rudder covers, and mooring cover. New boom, hiking straps and running rigging upgrades in 08. Good racing sails with one practice suit by North. Minimum weight with 10lbs correction weight. Ready to race and win! Price reduced to \$8900 Terry Tyner terry.tyner.bkd9@statefarm.com 803-240-7300

14786 Allen. Good Racing record and Excellent Condition. Full racing equipment included. North Sails Main, Jib Spin, cover, trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. Available after 2009 Worlds. Contact: Jon Schwartz smoothsain@hotmail.com 732-241-6660 Red Bank NJ

14702 Nickels. White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. New M-5 main used once, jib and spin used. ss board. All controls on foredeck. Jib halyard on centerboard trunk. Spin Halyard at center board trunk or skipper. With new shock cord she's ready to race and win! 7,500. Sam Booke sbooke@hotmail.com 704-358-0407, Charlotte, NC.

14657 Nickells. White hull with gray deck. New Bryant mast. Foredeck controls, twings 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. This boat has an excellent race record. \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

14652 (1994 Nickels hull) is "race ready". 1 jib and 1 main well used, 1 jib and 1 main club raced, 2 chutes club raced, 1 main excellent condition (delivered fall 2006, light use during summer of 2007) and 1 spinnaker never used. Galvanized trailer, Trailer cover (good condition). Dry mooring cover (average condition), Tack-Tick Micro Compass. \$8,500. Always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

14650 Intermountain. Rare composite hull, stiff and light, white hull with grey deck, hull awlgripped in '08, stainless board, 700lbs with correctors, sails from North and Shore, new hiking straps, new Sailors Tailor cover, new lines-sheets, tapered spinnaker pole, new rudder and tiller bags, mast cover, Nickels galvanized trailer with wide bunks, ready to race, \$8150.00, Toronto, Ontario Canada, Phil 416-779-0857, pjager@lntxgroup.com

14395 Nickels, excellent condition. Two sets of sails: M-5 main and jib new this year, good Fisher second set; two spinnakers; TackTick compass; all race equipment; galvanized trailer with mast support and light bar; cover. At Washington Sailing Marina, \$6,500 Photos available. E-mail RWilbur@starpower.net or call Bob at 207-389-1066.

14277 Nickels, White hull with light gray deck. 705 lbs, weighed in 2008) and in good condition. Includes Trailer, Fisher Main and Jib, 2 Spinnakers, Compass, Travel Cover, and new Fabricraft mast-up cover, \$6,800. Located in Tenafly, NJ. Contact Eric Beck eaback@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

14114 Nickels, Grey hull, white deck, good condition, race ready. SS centerboard, minimum weight, rigged for racing. Always dry sailed. Brand new VSP drysail cover plus full trailing-race and mast covers. Trailer in very good condition with spare tire. Three mainsails (Fisher + two North one recent and lightly used) four jibs (one recent) and three spinnakers (one recent). \$6000CND. Located in Dorval, Montreal. Contact Alain Ranger at 514-631-2264 or email at ranger.alain@sympatico.ca

14061 Nickels, excellent condition, all white with blue boot and deck band. All go fast controls, 2 sets North sails, 1 set very light use, 1 for club races. Tack Tick compass and new lines, mast & rudder covers, galv trailer, wide bunks, new bearings & tires 2 yrs old. \$7,300 Contact Joe Dissette MICH 989-631-2133 dissettesail@chartermi.net

13211 Blue hull, 2 sets of sails, new stainless steel centerboard, comes with steel trailer. Delaware. Price \$1300.00 call 201-745-5934 swalbrecht823@yahoo.com.

13011 Lippincott; Built in 7/76. Fiberglass. Beautiful condition. Blue hull and white deck. 2 sets of sails and 1 spinnaker, Stainless steel centerboard. Oval mast. "Completely complete" with many new parts and lines. Good trailer with new tires, lights and bearings. Ready to go!! Syracuse, New York. \$3,000.00. Jim at 315-657-4381.

12938 Mueller, white with blue stripe, professionally restored and looks great, oval spars and standard controls, North Jib, Main & Spinnaker, ready to sail. Freshly painted trailer with new tires and wheel bearings. \$2,900 Contact Joe Dissette MICH 989-631-2133. dissettesail@chartermi.net

12687 Lippincott white hull w boot stripes, oval mast and boom, many rigging upgrades, good sails, trailer, very solid and

stiff, nice looking lightning, ready to race, \$2300, 315-685-5149, reyn685@yahoo.com.

11835 - Clark - White hull with light blue deck. Alum mast and boom. Mast has a tabernacle for easy rigging by one person. Boat and trailer in excellent condition and are located in the San Francisco Bay Area. \$1,750 Pictures are available. Aad Rommelse 1-510-742-0436 - E-mail: amrommelse@sbcglobal.net

11815 ALLEN; Built in 1971. Fiberglass. Beautiful condition. Blue hull and white deck. 2 sets of sails and 1 spinnaker. Stainless steel centerboard, oval mast, wood tiller and rudder. New deck with lines lead aft to allow for single-handed sailing. Complete with many new parts and lines, lifting harness, measurement certificate, custom blue deck/side cover, etc. Good trailer with spare, bearing buddies, & lights. Needs a good home; hate to part with her. Western Slope, Colorado \$1800.00 Call Tucker @ 970.778.6061 or email at tuckermore@hotmail.com

11072 Mid 1960's vintage Lightning. Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.). She comes with a main sail, jib sail and two spinnaker sails. Includes trailer with jack stand. Located in Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME 04917

11000 Allen "Thermis XI", White Hull, Powder Blue Deck, Ready to sail, Built 1970 +/-, with trailer, includes two main sails, two jibs, two spinnakers, spinnaker pole, rudder, tiller, stainless steel centerboard, mast, boom, located at The Buffalo Canoe Club, Ridgeway Ontario, Canada, Contact David Fedak 716-570-7918, Email davidfedak@mac.com \$2,950.00

10892 Allen Oval spars, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill_weiss1@junco.com.

10776 Lippincott. Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack

Winter Cover Frame. Many other extras. \$2500 obo. Stamford, Ct. Contact: Captain Al Papp 203-322-5851. 4/14/09

9250 Fiberglass Lippincott. White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

5314 an old mahogany Lightning. It was given to me years ago. A friend salvaged from a pasture in Florida with intentions to renovate it but could not take it with him upon his transfer away from the area. He gave it to me. There is some dry rot, around the center well and at the bow and the old wooden mast is completely delaminated and rotted# 5314 is free for the taking. It sits on an old trailer that probably will have to have some work to move it. It was fine when I pulled it in there though. Rick Hamilton, Chincoteague, VA 23336 H - 757-336-3661 C - 757-894-0144 rickhamilton@verizon.net

2777 "Jackie Sue", a Skanteateles boat, was last sailed approximately 1960. She has been stored inside since then. I believe all the gear and sails to be original. A lot of extras like the bow lights and hand operated pump. She is sitting on and was trailered on a wagon made out of an old World War 2 bomb carrier. Except for some dock rash on her transom and some dings and gouges I consider her in exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. I would think minor touch up, soak her and sail her. More pics available. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

1022 1949 Lightning "woodie" needing a full restoration this 100 % complete project includes two sets of sails, one spinnaker, spruce mast & boom, mahogany rudder and trailer. \$1,000. Cincinnati, OH For more pics @ info please contact Erik @ 513-484-7724 or erik@vapstudio.com

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