



New Boat Grant Program



The International Lightning Class Association (www.lightningclass.org) proudly announces a new boat-grant program. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes.

Faced with the growing challenge of attracting and retaining young sailors, the ILCA decided to put its money where its proverbial mouth is: two young teams will be awarded a competitive boat, substantial regatta subsidies for a season of racing, as well as mentoring and coaching.

"The Lightning has everything to offer young sailors: great competition, a three-person crew, and an easy-to-transport performance boat," according to class president Steve Davis. "The only drawback is that it can be a challenge to campaign a competitive boat when you're just starting a job out of college. That's where this program comes in, helping bridge that gap."

The International Lightning, a 19-foot sloop designed by Sparkman & Stephens in 1938, has proven a perennial one-design favorite around the world. Class alumni include Carl Eichenlaub, Bill Shore, Ed Baird, Tito Gonzalez, Rolex Yachtswomen Jody (Swanson) Starck, Betsy Alison, and Bonnie Shore, Rolex Yachtsmen Ken Read, Dave Curtis, Dennis Conner—many of whom got their start in the boat sailing with friends and family.

"With this program," says Davis, "we hope to expose more youth racers to the ILCA circuit. And once they try it, we know they'll like it."

This grant program is the brainchild of 2003 Lightning North American Champion Allan Terhune and 2005 Runner-Up Bill Fastiggi, who is also a former Treasurer of the class. Terhune was himself just starting his career the year he won the North Americans. "When you have bills to pay, and a limited amount of vacation-time, it's a hard choice to commit to racing a sailboat," Fastiggi agrees. "We've seen too many promising young sailors opt out of the sport because it's just too much." The two hammered out the details and convinced the ILCA leadership that the risks were far outweighed by the opportunities to build the class. "The Class has a great history of supporting youth sailing," said Fastiggi, "We think this is great way to continue that tradition."

The ILCA grant program will award each of two young teams a competitive boat plus substantial regatta expenses for one season of racing. There will be mentoring provided and the goal is to expose more youth racers to the ILCA circuit.

The ILCA wants to give selected young sailors an opportunity to experience Lightning racing at it's best. ILCA will provide a competitive boat, will pay for insurance and substantial regatta expenses. The grant applications will be reviewed and the grant will be awarded with preference to age, level of interest, skill level and strength of references. Applications must be received by April 1st, 2007 for the 2007 sailing season.

Each applicant is expected to sail in a predetermined number of races, and maintain the boat and equipment at the highest level. The grant is for use of the boat and equipment for one year. At the end of the season the boat may be purchased at a substantial discount. Each recipient will be assigned a "mentor" for the season.

Inside this Issue:

President's Column	2
Chief Measurer's Column	3
Official Notices	4
ILCA Job Descriptions	4
Lightning Family News	8
Classic Lightning	12
Coach's Corner	16
Campeonato Brasileiro	18
Red 18 Single-handed Race	21
President's Column	24



President's Column

Steven Davis

2007 has really started well. There are lots of busy people who are working hard to increase the visibility and excitement of the Class.

Congratulations to Bill Fastiggi and Alan Terhune! The ILCA Boat Grant Program is a result of years of discussion of among Class Members about different ways to grow the Lightning Class. Early indications of applicant interest have come from Greece, Brazil and the US. All of us need to encourage a young sailor to apply. Deadline for 2007 applications is April 1.

This Program has already brought out the best of the Lightning Class. The ILCA Fund Board and the Executive Committee have endorsed it. Members have lined up to review the applications and manufacturers have offered to provide boats to the Program. Look to the website for further information on this exciting Program.

In late 2006, our International Marketing VP, Matt Burrige, asked the boat builders to offer a multi-boat purchase proposal. The objective was to encourage the growth of Fleets. Can you guess which Fleet is the first to step up to this Program? NIGERIA! Book your tickets to visit the most modern Fleet in the International Lightning Class. Their Fleet has ordered six new boats. Last year, their Fleet ordered four new boats. At least four of these new boat owners are going to the Worlds in Greece. This is an active Fleet!

The Historical Fund Directors, Carter Utzig and Paco Sola, have authorized the production of a video to preserve and exhibit the Lightning films that have been sent to the Class office. Some of these films are pretty old! The first edition of this video that is being assembled by Rick Bernstein will be shown on the Circuit at St. Pete. It will be made available to all Members later in the year. If you have old films, send them to the Class Office. It may end up in the video!

The Southern Circuit is shaping up to be a fun one. Oyster roasts, fabulous prizes, rum tasting. You need to get there. See you in Savannah.



Fleet Development: District Growth + Lightning Labs—John Faus

Well, it is about 18 degrees here in NJ today, and I can't wait to get in the car and drive SOUTH for the circuit!!! Do the class a favor and bring a new fleet member or a new crew member down to the circuit. This event is an amazing way to attract people to the Class!

Over the last few weeks, I have been speaking with Steve Davis, Bill Clarke, and various others on how to get some true growth in the class. Bill Fastiggi and Allan Terhune have spent a ton of time developing the new 'Boat Grant' program which will launch this spring! Stay tuned for announcements regarding this innovative new growth initiative!

The ILCA also has the "Lightning Lab" program. This is targeted towards: new fleets, fleets that are in decline and need a shot in the arm, and successful thriving fleets! What does this really mean you ask? The Lightning Lab is open to ALL fleets—no matter if you have three boats and need some guidance or if you have a 50 boat fleet!! The ILCA will send a prominent, qualified teacher to your club and conduct a 'teaching/sailing seminar' for the day. The cost of the instructor will be handled by the ILCA!

If your fleet or district is interested in hosting a Lightning Lab, please feel free to contact me: johnfaus@yahoo.com, 609-921-6788.

Next, Jan Davis has put together a very detailed report of all fleets that have ever existed in the Lightning Class. Many districts have 6-10 dormant fleets within their borders. I would like to challenge all of our District Commodores with trying to re-activate just one of these fleets in their own respective district! Do some research, see if they still have a few Lightnings at the club, see if they would be interested in hosting a Lightning Day to promote the boat + class. Get others in your district involved, speak to the club you have targeted and pick a day where you can showcase the boat in front of a mass of people. If all of our districts targeted just one new fleet per year, imagine the growth potential. If you would like to get a copy of the Fleets that used to exist in your district, again, please let me know! I would be happy to e-mail them to you!

Well that is all for now, please contact me if you should have any questions or just want to bounce ideas around!





Chief Measurer's Column

Bill Clausen

The snow is blowing this February night in Pennsylvania but my thoughts tonight are toward the south. It will only be a few weeks and we will be feeling the warm sun and seeing our old friends from the summer.

I will have the class scale available at Miami and at St. Pete. It will be there because the Canadians are using St. Pete as their qualifier for the Pan Am Games. Anyone who would like to update their Measurement certificate, bring it along and I will be glad to check the weight of your boat. If you bring a new boat to the circuit, it would be a good time to weigh it!

Measurement at the last several events, Sheboygan, Chile, California and the Pan Am Trials went very smoothly and without much hassle because you the sailors came to those regattas READY to have your boats and sails measured. You had your measurement certificates ready and the safety equipment available as well as the items that should be with the hull there ready to be checked. This makes the measurement process go quickly and easily.

I hope the same will happen this summer in Athens and at Annapolis. Many of the folks that will be in Athens will have been through the measurement procedure many times so I see a smooth measurement process. If you are planning to go to the WJM or the NAs in Annapolis, please be sure your boat is checked at the districts and



again come ready to be measured. We will have a very well organized measurement procedure at Annapolis. As you pull in someone will greet you and measurement will start. You will go through a circuit and be assigned a parking spot and be ready to go sailing quickly.

If you are not sure what to check, the class has a standard form for measurement at sanctioned regattas. I will not check every item every year on every boat, but be sure you have checked all the items on your boat before you set out for Annapolis.

The Governing board will be voting on two specification items at ST. Pete: the use of graphics on our spinnakers, and allowing numbers to be on only one side of the spinnaker. Be sure your representative at the meeting knows how you wish to vote on these items.

The current molds being used by Allen Boat works and Nickels Boat works have been re-certified within the last year, which gets us up to date with them.

Remember: Measurement is not an ugly word it is just the class keeping ourselves one design!! If you have any new ideas or questions or suggestions about measurement or how we measure boats or sails, please send me an e-mail or see me at a regatta. I am always glad to help make our class better and more fun for all.

The Measurement Committee has come up with the following clarification with respect to the Batten Bowsprit:

Question: "Is the batten bowsprit (used to prevent keel hauling spinnaker sheets) part of the boat?"

Response: No. After some research and discussion with several knowledgeable people at the Worlds, the Measurement Committee ruled that they are not part of the boat: they are not required and they are not on the plans of the Lightning. Date: 1999.

Clarification: Since a batten bowsprit is not part of the boat, it is not to be considered for overlap or finishing concerns. Sailors wishing to use a batten bowsprit may do so, but they are not required and not subject to any measurement. Date: 2007.

International Lightning Class Association Jan Davis—ILCA Executive Secretary

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Official Notices

Notice of Meetings

The next **General Meeting** of the ILCA will be held March 15, 6:00 PM in the Ballroom of the St. Petersburg Yacht Club.

Proposed Change to the ILCA Constitution to be voted on at the General Meeting:

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%)~~ **sixty percent (60%)** quorum of the Governing Board, after publication of the proposed amendment on the ILCA website and in Flashes at least sixty days before the Governing Board vote; subject to the approval by the Measurement Committee where specifications are involved.

The next **Governing Board Meeting** of the ILCA will be held March 15, 3:00 PM in the Quarterdeck Room of the St. Petersburg Yacht Club. Ballots for voting are posted on the website and have been e-mailed to Governing Board Members.

Reminder from the Class Office:

How to enter a Regatta in the Lightning Class Website Calendar

We are approaching the time of year when event dates and District schedules are being finalized. All events on our website Calendar are entered by Lightning Class members; there is no need to go through the Class Office. This is the most powerful tool to "get the word out" about your upcoming events and to build participation. Below is a step by step guide on how to use this Calendar area of the website.

- Go to www.lightningclass.org
- Put the cursor over "Racing" on the top bar.
- Click on "Calendar"
- The second green heading "Enter Lightning Class Events" click on the "Click Here"
- Fill out the form as completely as possible. At the bottom in the "Comments" section you can have some fun and promote the traditions of the event, the social aspect, the venue etc. Sell it!
- Click "submit" and you are set.

There is an edit function, so if you gather more information or need to change things, it is easy to do so. I think it is important to fill out a contact so that anyone coming from out of town has a local contact for information on housing and the facilities.

I have had it on my "to do" list for some time to update and print the "job descriptions" for our District and Fleet officers. Thanks to Amy Linton for doing a fun rewrite and adding her flare to the project. (editor)

How to...District Commodore

What does a District Commodore do once s/he gets voted in? Here's a quick recap of the responsibilities and privileges:

Responsibilities:

- Be an Active class member!
- Tell the class you are the Commodore of your District. (Be sure to use Capital Letters for Emphasis!)
- Encourage ILCA membership at all levels.
- Make sure everything gets done—you don't have to do it yourself, but you hold the scepter of power (the imaginary one, anyhow). Including:
 - › Making sure the annual District report arrives in time for the yearbook.
 - › Making sure fleet dues get paid, and the fleets tell the class who their officers are.
 - › Publicizing your district's regattas on ILCA website, and elsewhere.
 - › Ensuring that the District Championships follow ILCA rules.
- You are part of the ILCA's Governing Board, go to the Governing Board Meetings (which means you have the power to make things better) or if you can't attend, be sure to submit your vote or assign a proxy.
- You get to run annual District meeting according to Robert's Rules of Order, or Mary's Rules, or the King of Siam's rules. Anyway, you rule, baby.

Privileges:

- You can have the District Secretary do almost everything!
- Your district must address you as "O Commodore." Okay, not really, but it's a fun idea. Promoting the Lightning class and adding new members to the class.
- Encouraging full participation at Women's, Juniors', Masters', NAs.

How to...Secretary

Know first that the Secretary of the Fleet or District has the real power. The Captains and Commodores might think they wear the crown, and the Treasurers might think they hold the money, but it's the Secretary who really makes things happen.

Responsibilities:

- Be an Active member. Of course. Just like everyone else.
- Keep records (see "Privileges").
- Take over the Commodore or Captaincy if needed. Coups don't count, incidentally.
- Organize the paperwork (minimal these days) for people to join/renew membership.
- Stay in touch with your Fleet/District—e-mail lists work great (see "Privileges").

Privileges:

- You get to put your spin on events for posterity, since you're the one writing the reports for the Yearbook and jotting down the minutes from meetings.
- You get to know everybody, and everybody gets to know you. You'll be like a celebrity, but without the stalkerazzi.
- nagging. Okay, it's a matter of perspective, but this position offers a golden opportunity to channel a usually destructive impulse for the greater good. Including:
 - > Asking winners of events to write stories for the Flash, repeatedly if necessary.
 - > Reminding Commodores and Captains of their various duties.
 - > Suggesting that dues get paid as needed.
 - > Gathering photos for the Yearbook from the shutterbugs out there.
 - > The sweet satisfaction of knowing you make stuff happen. The success of your group nearly always traces back to you. Ahhhh.

How to...Fleet Captain

So, you want to be Fleet Captain? Or anyhow, your Fleet elected you Fleet Captain. What's it mean? Here's the skinny:

Responsibilities:

- Tell the ILCA and your District officers who you are: famous Fleet Captain Jones.
- Be the "spark-plug" who keeps your Fleet active and lively. Communicate with and include everyone in the Fleet activities. Make it fun for all on and off the water!
- Make sure reports, rosters, and photos get to the ILCA for the Yearbook.
- Have the Fleet Treasurer pay the Fleet dues—early to avoid embarrassment at Southern Circuit General meeting.
- Be sure you and other Fleet skippers are members in good standing with ILCA.
- Enjoy yourself; it's not a job, it's an adventure!
- Voting—vote early and often - er, rather—vote at the General Meetings. If you can't make it in person, assign a proxy or send in an e-mail vote.

Privileges:

- You get to talk to anyone and everyone in your Fleet. Don't forget to tell them your new title.
- You can ask the Fleet Secretary to do stuff for you.



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Lightning Boat Grant—cont.

This program is geared towards younger sailors with a desire to race the Lightning.

You could be a sailor on a High School or College sailing team looking to augment your dinghy sailing skills in a larger boat or to test your ability against larger fleets.

You could be a recent College graduate with lots of desire to get into a competitive one-design class, but you lack the funds to purchase a boat.

You could be a junior sailing in a Lightning fleet looking to have the opportunity to race your own boat.

Are you a female team with Olympic Yngling aspirations? Each of the top 5 Ynglings at the 2003 US trials had at least one team member with substantial time in a Lightning: Betsy Allison, Carol Cronin, Liz Filter, Carrie Howe, Melissa Purdy, Jody Swanson, Hannah Swett, and Corey Sertl. The crew weight limit for the Yngling is 451 pounds, which is a very competitive weight for Lightning sailing.

Selection Process:

There is a review committee of five Lightning Sailors who will review all applications. The members of the committee are:

- Bill Fastiggi (VT) - New England District- Co-Chair
- Allan Terhune (MD) - Dixie District - Co-Chair
- Skip Dieball (OH) - Michigan District
- Mike Healy (NY) - Central New York District
- John Faus (NJ) - Central Atlantic District
- Dan Moriarty (MO) - Mississippi Valley District

Once the applications have been submitted they will be reviewed by the Selection Committee. The Selection Committee will use the criteria below to score each application. Each application will be scored by each committee member and the application will have a total score. The committee will then use these scores to deliberate and finally grant the boats to applicants..

Schedule:

1. Completed Applications received by ILCA before April 1, 2007.
2. Review Committee's Review April 2 thru April 16, 2007.
3. Applicants notification prior to April 30, 2007.
4. Boats Granted for use no later than May 31, 2007. Term of use will be through October 31, 2007 unless modified by application.

For complete information on this program and an application please visit the website www.lightningclass.org

Anticipate the Shift

(Skip Dieball and Co. have joined Quantum Sails!)

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t: 401.849.7700

... Or contact your local Quant



Lightning Family News

Welcome New Member Grant Hilger

My brother, Drew, and I own hull #13779. We have both been sailing since birth (literally). I took my first sailing trip at the tender age of 2.5 weeks (at the start of the trip) when I went with my mom and dad on our 33 foot Pearson to the North Channel in Ontario from Bay City. I have been racing on a wide variety of boats since age 12, this includes on and off on Lightnings. In 1997 I sailed with fleet icon Joe Dissette to a Fleet #216 season championship. We bought #13779 from Joe last spring and raced the old boat hard to a 4th place overall of 11 in the Fleet 216 season championship. Our inaugural season, as Lightning owners, was marred only by a three week lay up mid-season to repair collision damage.

The main attraction to the Lightning is the active and competitive fleet in Bay City. Basically it is the only one-design game in town. When not on the Lightning I race mainly on a very competitive Melges 24 program, and some on our JY15 as well as other large keel boats. My sailing accomplishments include: 6 Bayview to Mackinac races (three as skipper), International 110 Youth National Champion, and several local Saginaw Bay season championships in various boats as crew, and skipper. We

plan to put #13779 up for sale yet this winter with the intent being to upgrade to a newer hull. #13779 was a relatively cheap way to get into the fleet following college. Now that we like the weekly and travel racing in the Lightning, it's time to think about a newer boat.



That is me at the helm, and Drew at the mast. This was taken this year in Tawas. I believe that was the race that we took first (wire to wire) in a very competitive and experienced fleet.



We have heard thru the grapevine that Ernie Dieball and Jacqueline are officially engaged. We wish them all the happiness in the world.

Miami Lightning sailor Stu Delisser was on the Florida State Champion Etchells team, competing against 70 other boats in Miami.

Welcome New Members Steven & Linda Hooker

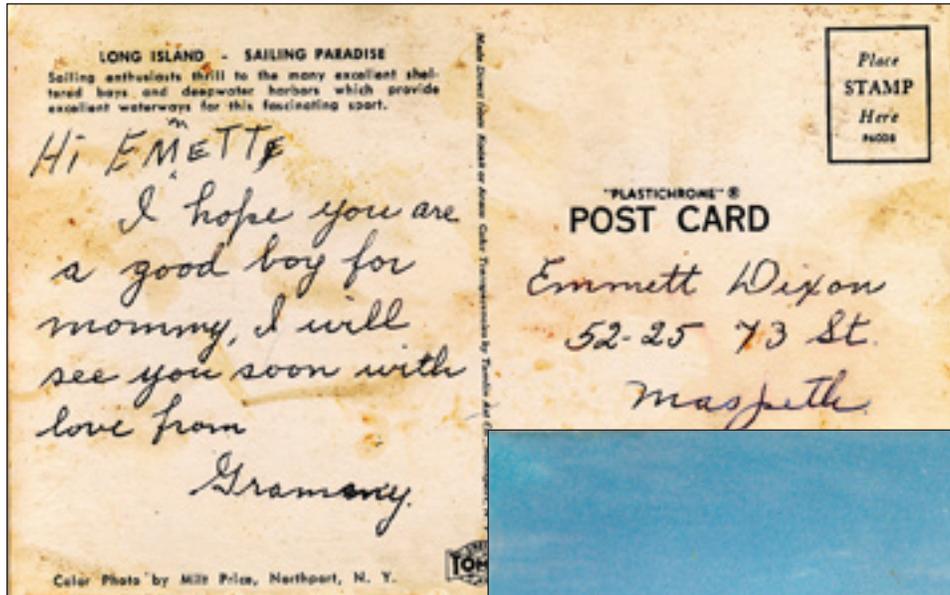
I own 11057 and named it Linda II after my wife, who encouraged me to buy it.

It is Allen built about 1968 with a fiberglass hull. It still has it's Sitka Spruce mast that I've restored along with all the wooden trim.

It was brought down from Virginia and later sold to me in New Orleans on 9/11/01.

The boat survived Katrina and Rita while the keel boats on either side of it were lost as well as our club house, the Pontchartrain Yacht Club. I finally managed to get to the boat two weeks after the storms and found it several hundred yards from where I had stored it. The mast was still up as if nothing had happened. The hull however had a several small holes that I later repaired. It is now with me on Lake Murray, near Columbia, South Carolina. I have slightly modified the rigging to allow me to sail her single handed.

Postcard from the Past—Doug Dixon



Some background. My mother, who passed away in 1999, collected postcards. Since the early 1900s, her collection amounted to several thousand. My brother, who had possession of the collection, recently moved from New York to Florida and sent me the collection and said "do something with them!"

Needing an evening of amusement, Gina and I started going thru them.

The postcard is from about 1958 and was written by my grandmother to my younger brother Emmett (he was about 5 years old then). Life is cool!



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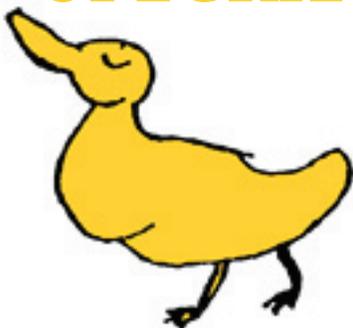
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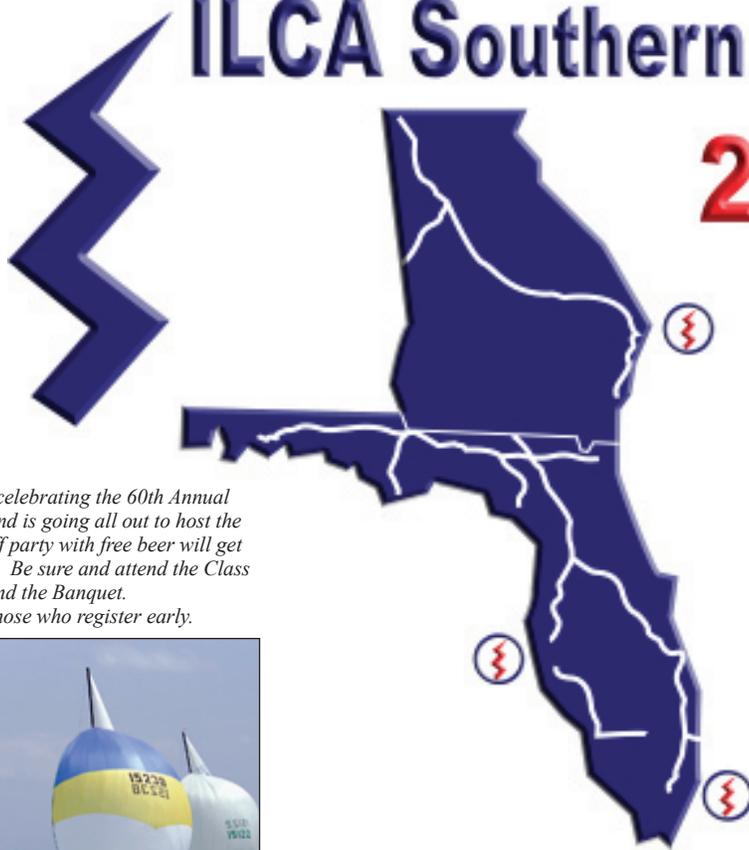
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ILCA Southern Circuit

2007



2007 Marks Return of the Internationally Famous Oyster Roast in Savannah
 The reg fee for the Deep South Regatta is \$150
 Each skipper gets one ticket to the oyster roast, extra tickets are \$25, boxed lunches \$7, each skipper gets t-shirt...xtras will be for sale.

St. Petersburg will be celebrating the 60th Annual Winter Championship and is going all out to host the best event ever! Kick off party with free beer will get things off to a good start. Be sure and attend the Class Meeting and the Banquet.
 \$60 discount for those who register early.



Coral Reef Yacht Club on Biscayne Bay always shows us a wonderful time—beautiful sailing, great winds, and the hospitality of Carol Ewing, event organizer extraordinaire.
 Registration fee \$145 includes breakfasts, dinner at the club and a snack before you hit the road for St. Pete.



Tired of the snow and cold? Come join us at the Southern Circuit!



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

Tringa

Rick Walters



I obtained my Lightning in late summer of 2000 from my best friend, I traded him a 21-speed road bike for the boat, I did not know that I would be embarking on an incredible journey of great experiences.

I was living on Burton Beach, located on Vashon Island in Washington State, the finest sand beach on Vashon, wonderfully protected within Quarter Master Harbor. I had never sailed or for that matter ever worked on a wooden boat, but there was some inexplicable calling that motivated me accept the challenge of restoring a great woody, and at the same time teaching myself about sailing—and then finally, the courage to sail the boat by myself on its maiden day sail following 27 months of restoration.

First, I would like to share some providence about this woody. The boat still bears the seal from the manufacturer, Gerber Boats Works located in City Island, NY, with a manufacture/certification date of 1960, hull # 9693.

My friend Jim found the Lightning for sale at the Wooden Boats Center located on Lake Union in Seattle and purchased the boat for a sum of \$800.00 in 1990, I have the original bill of sale.

Jim sailed the boat for one summer and then became very busy with his new business startup in custom cabinet design and manufacturing. In 1991, with no time to sail, Jim placed the boat inside his huge warehouse which housed his business, in huge shaped cradles (this is what saved this woody from total ruin) hung the mast properly to avoid bending and the boat remained there in the shop until I brought it to my workshop on Vashon.

Since the boat did not have a trailer, I placed the boat upside down in the cradles and started the process of assessing the boat for any dry rot and overall condition. To my surprise, there was no dry rot. The boat simply needed a complete re-work of all bright work, some repairs to the port gunnel and the stern, which had some small areas of delaminating plywood, and some needed repairs to the bottom, since it had dried out sitting in dry storage for nine years.

I took pictures of all the cracks and then started my research on the web along with many trips to Seattle and Ballard boat repair yards and one trip to Port Townsend, Washington, which is known as the wooden boat repair capital of Washington as how to correctly start the restoration.

Armed with a consensus of how to begin, I immediately purchased the necessary wood working equipment and tools.

My first order of business was to buy a woodshop vacuum system/air filter system, palm sanders, scrapers, and repairs materials.

I was fortunate to find out about the Rot Doctor and his materials. With many emails of pictures and telephone calls to the expert and distributor of the Rot Doctor materials, he gave me enough confidence to start the bottom work. He guided me in how best to preserve the wood, protecting it against any future dry rot, and filling the bottom cracks with the correct materials as to avoid any stress on the planks once the boat reentered the water and swelled.

Interesting enough, I was able to sand the bottom completely to the original surface and just enough to uncover the original scribe lines for the stern and bow sections that are exposed when the boat sits in the water. I was also able to repair and redo properly a poor repair job done in the years past on a crack that was located along the starboard side of the centerboard.

After finishing the bottom, it was time to flip the boat. With the help of six friends we flipped the boat over back into the cradles, and then the sanding started all over again.

This portion of the process required me to completely strip the bow and stern of all hardware, chain plate, jib block guide slide boards. You name it, came off. I then started sanding. Finally, after a couple of months, I completed the sanding and started the repair work on the delaminating plywood using the Rot Doctors epoxies. I was extremely careful not to sand any deeper into the layers of paint on the top and sides of boat—only far enough to assure that I removed all surface mars and blemishes and checked paint. I then painted the top of the bow and stern



with a modern version of what we see as a layout of sectioned nonskid surfaces combined with high-gloss enamel trim around the nonskid surfaces. The real tale of a great paint job lay with the several primer coats and sanding between applications.

The original finish inside the hull was in truly outstanding condition, so I decided that some elbow grease on the varnished wood interior would allow me to avoid having to completely strip the original varnish. My father was a commercial painting contractor, and having spent many summers helping him on jobs, I guess his teaching paid off. With some basic cleaning and minor surface sanding and stain mixing for proper color, I was able to refinish the interior back to its original appearance.

The interior items I needed to restore required some luck and a lot of research. The stern enclosed seat hatch cover was beyond repair, as was the two hatch covers on the storage compartments located on each side of the centerboard. In addition, since the boat came without floorboards, I also had to make a set.

This required me to locate some seasoned wood to match the interior so I could build new hatch covers.

Sometimes luck is on one's side as one of my friends on Vashon Island owned a boat repair and storage yard. I asked him one day if he might have some old growth mahogany that I could purchase. He said he had exactly what I was looking for, a 1957 home-built Lightning sitting on a trailer. The boat had seen it better days and was well beyond any serious consideration of repair. This was a perfect answer two of my problems: the old growth wood and a trailer, all for \$200.00.

As I dismantled the old home-built 57 Woody (no hull number) I was able to more fully appreciate just how much work went into constructing these boats. I salvaged everything I could—screws, rigging, all old growth wood, mast and boom parts. You name it, if I thought it might be needed, I stripped it and concerned myself later with what I really needed to use.

I was able to make my all the seat hatch covers and various other little items on my table saw, router, and sanding machines. One of my favorite projects was constructing a router table and extension table for my saw and router. Boy did I make some goof ups, but with a little reading and a lot of practice,

everything worked out, and the finished projects looked like they belonged in the boat.

Now came one my most difficult task, stripping the rigging from the mast and boom so I could strip the many layers of old varnish from them and refinish them with 'get rot' and Cetol UV products. Unfortunately, as I stated early on, I was not knowledgeable about how the rigging worked in harmony with each other. Therefore, my project came to a stand still until I could finish my research on the names of all the items of rigging and how they are setup. In addition, I needed to know what I could or should repair or replace the rigging parts.

Since I never saw a Lightning before, let alone one that was stepped and ready to sail, I really needed to label everything. I made notes and diagrams as to where they were located so I could at the very least put it back together the way it came off. With the help of some sailing friends and research, I was ready to start the restoration of the mast and boom.

The hardest part of this project was the removal of the varnish from all of the tracks and rigging, as the previous owners before my friend Jim did not do any

masking of these items when the last two or more coats of varnish were applied. There were many hours on the grinder and polishing wheels. The upper jumper had a little crack and misalignment which a good welder friend of mine repaired.

Remarkably, I was able to repair and reassemble all the rigging I removed. I hung the mast to avoid bending and proceeded with the second winter project—reading about sailing and researching the ins and outs of updating all of my running rigging.

My appetite for reading about sailing methods was insatiable. I visited the University of Washington book store one afternoon and asked the salesperson if I could purchase the “Sailing Illustrated” books that one of sailing friends recommended. As luck would have it, the salesperson had the telephone number of a distributor of the Royce’s books. Even more remarkable, this individual lived in my neck of the woods on Whidbey Island located in Puget Sound. Interesting enough, this individual was the illustrator of the Royce’s books and life-long best friend of Patrick and Hilda Royce. He sent me volumes 1 and 2 and the “Powerboating Illustrated” at shipping costs. He is now living in Dana Point, California, with his children and grandchildren. He truly inspired me to study and learn as much as I could about sailing. Because of him, my maiden voyage was a success.

Mr. Royce’s books were invaluable for their illustrations of rigging, sailing terminology, and challenging me to practice his recommended sailing lessons.

In addition, I also read Dennis Connors ‘Beginning Sailing’ and his continuum theory on body placement relative to the objective of navigating the boat under sail. From Dennis’s book I learned how to understand the centerboard mechanics and how important body placement is to sailing the boat correctly. In addition, this book provided me with the safety protocols so I could avoid going into irons, keeping the main un-cleated, spilling wind, backing the jib when changing course, avoiding stalling when jibing and tacking, allowing the boat to catch speed before setting the sails, and reading the telltales.

After many of weeks of studying the Lightning Association website, I came to the conclusion that my woody was not going to be as modern as the redundant and competitive rigging of today’s Lightnings. After all, I needed to learn to walk before I ran.

I settled on locating the closest Lightning club to seek out answers. It was located in Portland, Oregon, some 200 miles south of where I lived. I realized that getting expert input on a woody for non-competitive rigging was slim, but I arranged a meeting with the president of the club and traveled down to Portland with some high hopes for answers to my questions. Unfortunately, after seeing his Allen boat fully rigged for racing, he and I realized that we were of two different worlds. We parted friends, and I went back to reading and researching throughout the web for my rigging answers.

I then went back to my Harken book and settled on the following items: all new carbo blocks, new

track for the jib sheets blocks, adjustable carbo clam blocks for the bridle, and jib sheets, triple becket and triple blocks for the allowing for an adjustable back stay, new main sheet carbo swivel block, and something old from the 57 woody I bought, that being a great forestay adjuster.

One other item I truly came to appreciate was the addition of what is called a VangBoom. These two fiberglass rods run up to the boom to support the boom at all times. I designed a special stainless bracket that mounted just aft of the spar that allowed for the holding of the rods and the placement of a vang that sat between the two rods. The manufacturer, believe or not, built the stainless bracket to my specifications and shipped it with VangBoom for \$50.00. Moreover, this bracket does not interfere with the cunningham. It is truly a pleasure when I was mooring the boat out in front of our beach home during the sailing months not to have to use the boom crouch.

During this same winter, I also took my sails to a well-known sail maker and asked him to look at them and tell me if I needed new ones. To my surprise, the sails required very little work, a leach line on the jib and some minor repairs on both sails. He said to sail them hard take care of them, and they will last for several more years. The sail maker added the Lightning bolts, and I added the hull numbers to the main.

Come spring, I was ready to get this boat finished and sailing by Memorial Day.

I taught myself how to do whipping and marlin spikes for the sheets and moorage/buoy lines. I finished resurfacing the centerboard and wired the boat for a twelve-volt battery for operating a forty-pound thrust Minn Kota marine electric motor. The motor proved to be invaluable when the wind would completely die in the late afternoons in the dead of summer. Of course, I quickly learned how to bring the boat under sail to the buoy without crashing the sides of the boat. Besides coming back to the buoy, using the motor really looks incompetent and lame, especially when the neighbors and summer visitors to the beach are watching you—not to mention my wife and girls.

I refinished the rudder and tiller with some nice rope work on the tiller, secured flotation bags under the seats, stern, and bow, and rebuilt the hand bilge pump.

Still to be completed was to strip the trailer and repaint it so I could put the boat on it and step the mast and perform the necessary adjustments on the mast butt location tension of the shrouds. Furthermore, and in my mind most important, I needed to do some dry runs on land to test the outhauls and basically become familiar with working the rigging before I placed the boat in the water and began sailing for the first time.

Finally, one week after Memorial weekend, my wife and daughters helped me launch the boat from our boat ramp located at the south end of our bulkhead in front of our home.

As I motored the boat out to it's new summer home at the buoy I realized at that moment something special and frightening was happening. The boat was not sinking (yes I remembered to put the drain plug in) and in fact was taking on absolutely no water. At the same time I realized my dream of completing what I set out to do—the restoration of a classic wooden sail boat. The frightening thought was now I would have to walk through the door of my fear of the unknown and actually sail the boat.

Of course, as luck would have it, the winds came up, just a little too strong in my opinion, and I decided to anchor the boat to the buoy and return the next day to sail. Besides, this gave me one more night to review my notes on sailing and mentally prepare myself for the challenge that lay ahead.

As I was reviewing my notes, I remembered the first time I was learning to snow ski. I trusted my friend when he said he would teach me and not put me in harms way. Of course, what are best friends for if nothing else but a great laugh at the end of

the day reminding you just how great my friend's intentions were but not even close to reality. Yes, I took lessons after that experience.

Today, as a professional ski instructor, I reminded myself how important basics are in preparing your students to walk through their door of fear. No fancy business, just stick to the basics and build upon them.



The next day came; the wind was light, and the boat was still floating. I rowed out to the boat, and just like my best friend teaching me to ski, my wife and children decided in their old and youthful reasoning to allow me the pleasure to sail the first time by myself.

I reviewed my notes one more time and stowed the cockpit cover, prepared the sails, left my electric engine on the back of the boat in a raised position, just in case, raised the main into the wind and cut loose of the buoy. I had

successfully started sailing and for the next two hours, carefully bearing off the wind and sticking to basics, I sailed with both sails. The wind gods were kind and as I was motoring back the buoy, I realized then why I was inexplicably drawn to sailing.

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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.

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

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

Matt Burrige—14834—Yeti

Coach's Corner

Crew Work Using the Gybe Set



1

Suzy is getting spin ready for hoist



2

Middle crew prefeeds the chute



3

Spin trimmer pulls spinnaker around forestay

The gybe set is a great tactical weapon if it can be executed well. However, it is rarely used, so even many of the top teams don't or aren't proficient at this maneuver. The times when a gybe set can be advantageous are usually due to a big shift that would give you a big advantage to gybing right at the windward mark or offset mark. Another time would be at the gybe mark in a triangular course where the first reach is far too tight to carry a spinnaker.

Be wary of gybing onto port in front of the oncoming starboard tackers or port tack boats who are leeward boats still sailing upwind. Also, be careful of gibing under the "starboard parade" in a big fleet as there will be a lot less clear air.

Crew work, timing and practice are needed. A few tips:

- 1) Make sure that the spinnaker is pulled completely out from under the deck.
- 2) Make sure that both sheets are out of the guy hooks or both twings are off and loose. Halyard must be clear.
- 3) Pull the starboard spin sheet enough so that the clew of the spinnaker is "pre-fed" forward of the leeward upper shroud.
- 4) Simultaneously (the tricky part) bear away, raise the halyard and the middle crew needs to pull on the starboard spin sheet like crazy (from under the deck, not above deck) to pull the chute around the boat.
- 5) The next step that is really a continuation of the first step—the boom gybes. The middle crew grabs the port sheet with his/her left hand (the guy) above the deck and acts as a "human pole" while trimming the spinnaker (now full or filling) with the right hand, and the forward crew drops the jib quickly to allow the chute to fill.
- 6) Finally, the forward crew grabs the pole and attaches it first to the topping lift, then the guy, then the mast.
- 7) Lastly, the guy gets put under the hook or the twing comes on.

It takes a lot of practice to do it well, but try it, its fun! Once you master it, try impressing the competition in a race.

PS: You might want to use an older spinnaker for practicing this maneuver until you get the hang of it.

Note: These images come from Lightning video series #1, Crew Training.



Skipper and middle crew cross boat as main gybes, jib comes down



Suzy goes for the pole



Main gybed and chute coming into position to fill



Topping lift secure, Suzy reaches for the guy



Bill sits on deck, acting as the human pole



Attaching the pole to the guy



Bill acting as the human pole trims chute to get it flying



Pole secure on mast, Suzy brings the guy down to the deck

CAMPEONATO BRASILEIRO—2007



The Brazilian Championship was held on the beautiful Guanabara Bay, and we were welcomed by the Rio Yacht Club, a sailing club that was founded in 1914 by British expatriates living in Rio and in Niterói, just across the Bay. As a Class, we are also trying to strengthen the Lightning in Rio. We were received by Norman and all of his 7-foot height, and were wined and dined with fish and meat and plenty of iced beer.



This location was chosen as it is where the Pan-American team will be chosen in February.



Strong winds for the first four races allowed Claudio Bieckark, Gunnar Ficker and Marcelo Silva to run away with from the fleet with a dominating performance. Four wins in four races—and this when up against Mario Buckup and family and George Rider, who recently won the Pre-Pan-American Test Regatta.



On Saturday the winds let off a bit, and George Rider slipped away with two beautiful wins. George, who is sailing with a very light team, together with Pedro Soares (former Junior World Champio with Tommy Sumner) and Sidney Bloch,



brought in from the Snipe Class, ended the series tied with Bieckark but ended second due to number of first places. Mario Buckup held on to 3rd place just ahead of Tommy Sumner's team. All suffered as a result of the strong winds. On Sunday all the boats were towed over to the Iate Clube do Rio de Janeiro, where we shall all be from February 4th to the 11th, racing eleven mandatory races that will determine the Brazilian team for all Pan-American classes.

CAMPEONATO BRASILEIRO - LIGHTNING

RYC - Niterói

coloc	Vela	Nome	Clube	Cat	N = 8		N = 8		N = 8		N = 8		N = 8		TTL	TTL		
					1	2	3	4	5	6	s/ Desc	c/1 Desc						
1	14602	Claudio Bieckark Gunnar Ficker - Marcelo Silva	YCSA	A	1	1	1	1	1	1	1	1	4	4	6	6	14	8
2	14893	George Rider Sidney Bloch - Pedro Soares	SPYC	A	3	3	2	2	2	2	2	2	1	1	1	1	11	8
3	14378	Mário Buckup Telma Buckup - Marc Buckup	YCI	A	2	2	3	3	3	3	3	3	2	2	3	3	16	13
4	14894	Thomas Sumner Gustavo Harada - Felipe Brito	SPYC/ YCSA	A	dsq	9	4	4	4	5	5	3	3	5	5	30	21	
5	45	Renato Cunha Eduardo Lebreiro	ICRJ	A	5	5	5	5	dnf	9	4	4	ocs	9	2	2	34	25
6	14633	Caio Prado Roberto Marinelli - Thais Buckup	YCI	A	4	4	6	6	5	5	6	6	5	5	7	7	33	26
7	11706	Alexandre Honaiser	CNC	A	6	6	8	8	7	7	7	7	6	6	4	4	38	30
8	14892	Hans Ludwig John Bennett - James Birkinshaw	SPYC	A	7	7	7	7	6	6	dnf	9	7	7	8	8	44	35

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LAGOS YACHT CLUB

RED 18 SINGLE-HANDED RACE

28th January 2007

On Sunday 28th January, Lagos Yacht Club held the traditional single handed race around the harbour. This race is traditionally sailed on the last Sunday of January. Reason being that this is generally a time of light to medium winds as the dry, Harmattan season draws to a close before the onset of the rainy season.

This year we had an excellent response from our members with thirteen Lightnings entered, together with fifteen Hobie 16s, three Ospreys and two GP 14s. The race started in medium winds which reduced as the afternoon progressed. Course started with a beat to the windward mark (Red 18) followed by a reach back towards the Club before heading off down the harbour for a long run return and then triangles in the central harbour. Starting was pretty chaotic as our Hobie friends often assume, because they are moving faster, they have the right to push and shove at the start line. As the start line was very biased to one side, getting clear wind was a problem so those who achieved this gained a clear advantage.

Certainly single handed sailing is a great way to learn more about your boat and your own skills. Five of the Lightnings launched spinnakers on the downwind legs.

This is achieved by having some means of lashing the tiller whilst the helm goes forward to rig pole and hoist. Not so easy when so have Hobies flashing past doing fifteen knots!! One Woody was sailed by our Class Rep, David Alderson, which was particularly commendable as he was flying a genoa which is quite a handful when single handed.

Race started at 1500 hours and finished after 1700 hours so there were some weary bones and bodies that eventually retired to the bar to discuss the day's achievements. (Dehydration is a major concern at times in Lagos so all boats generally carry a few liters of water but not so easy when single handed. I personally lost two kilos during the race but quickly replaced it in the bar later!!)

Course favoured the Hobies which emerged as overall winners, but the Lightning fleet were close behind and finished:

1st	15274	"Now Now"	helmed by Mike Barnes
2nd	?	"Suzy Tee"	helmed by Olivier Desport
3rd	13523	"Spetter"	helmed by Gary Schwantz

Do other Clubs have single handed racing?

*Julian Calvin
Fleet 510*

A Logos Wedding



How many paddles is one allowed to carry?'



Bowman has just seen where the canon is pointing!

These pictures taken last Saturday when a wedding was being held next door to the club and traditional dancers/boat men were in attendance.

Unfortunately, we had to cancel racing for the day as these canoes used our club as their boarding point.

Picture also clearly shows the 'harmattan' weather peculiar to this time of year in Lagos. What looks like haze is very fine particles of sand blown from the Sahara desert. Unfortunately, this prevents the sun from heating the land, so sea breeze fails to come in, often restricting our racing.

Canons date from early 1800s but, unfortunately (or maybe not!!), they are now out of commission.

Julian



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Canadian Open 1,2,3,4,5

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Frigid Digit Regatta 1,2,3

Snow Ball Regatta 2,4,5

Dixie Districts 1,2,3,4,5

Texas Districts 1,2,3,4,5

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Long John Regatta 1

California Circuit 1

So. Circuit - St. Pete 1,2,3,5,6,8,9,10

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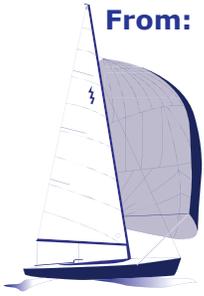
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13872 Nickels. White hull and top sides, dual controls on the deck/ traveller and backstay by the skipper. New mast last year. Doug Olson 920-366-0936 mailto:deo10349@gbonline.com \$5400.00 or best offer

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

13842 Nickels. Located at Mission Bay Yacht Club, San Diego, CA. Boat is in great condition and ready to race. Brand new mast with handi lock lowers in Aug. 06. 701 lbs. Includes trailer, cover, sails. \$4500 Pete Colantuono 858-967-2446 mailto: petecolantuono@hotmail.com

Parting out Lightning **13772**, SS Centerboard excellent condition \$600, Nickels Rudder almost new and Padded Bag \$300.00, Bryant Boom (rigged mainsheet internal) \$80, Fiberglass Spinnaker Pole \$80, Aluminum Spinnaker Pole \$35. Nickels Trailer Light Bar, \$40. Used Sails, one set used 6 times in club series. Numerous cleats, Harken and parts from the Lightning. Storage covers and mast storage cover. Pictures of everything. The hull was damaged in a car accident, not worth professional repair, but will take any offer, would make great bar at your club or home. Contact: Justin Monnig Location: NJ Phone 201-214-4638 E Mail: jtmonnig@yahoo.com 12/12/2006

13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI) 11/28/2006

12899 Nichols/Holman. Completely restored and updated [dried out, all new foam core, wood trim, new mahogany/spruce rudder, running rigging and control lines (updated configuration)], 700#. Red hull, white deck. Pictures available. Asking \$3500. Contact G. H. Baldwin, (913) 397-6795 or ghbcc27@msn.com.

11603. Light blue hull, white deck. New ss centerboard, new boom, teak floor boards, mahogany trim, Helms built. Dry sailed, and well maintained. \$3100. Joel Vann 760-533-7375 (w) 760-944-7375 (h) rungle@adelphia.net (CA)

10638 Lippincott. Wimpy-flash. Many extras including sails, covers, trailer. \$4,000 Skip Dieball 419-392-4411 (h) sdieball@quantumsails.com

11480 Allen. Faded orange hull. Aluminum mast. Stainless board. Rigged for racing. Forward bulkhead. Roadworthy trailer with good tires. North sails. \$1800.00 Bill Killebrew 615-604-1684

10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, Needs new center board. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@bioconnexx.com (NJ)

10302 Lippincott. Fiberglass, light blue hull with white bow with white deck. Wood seat refinished and new seat supports installed last year. Includes very nice recently refurbished rust free trailer. \$2800. Mark Hergan 410-420-2146 (h) lightning10302@comcast.net (Havre de Grace, Maryland)

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

9830 Lippincott, 1966. Light blue with white deck. Iron centerboard. Wood seats (not original), trim, rudder and tiller. Located on Martha's Vineyard. \$1,000. Contact Bill Griffin at 860-614-6599 (cell) or mailto:sachems1@comcast.net

9693 Gerber Boat Works, NY, NY. 1960: Truly one of kind completely restored woody. Total restoration

over two-year period completed in 2002 no dry rot. Great pictures available. \$3,000 obo. Rick Walters LA, CA. 310-800-6982 mailto:rick@rickwalters.com

9614 Siddons & Sindle. Light blue fiberglass hull. Seats, centerboard cover and coamings are all teak. New spars and all rigging by Bryant Performance Spars in 2004 \$2,500 P. A. Simeone 860-536-9818 (w) 860-536-9818 (h) 6/24/2006 scrollpane@yahoo.com (CT)

9287 Lippincott. Boat and trailer in great condition. Very stiff boat, foam core / fiberglass. Always dry sailed, freshwater. Pictures on request. \$2200 obo. Brent Kendrick 303 401-1516 (w) 303 591-0511 (h) brentkend@yahoo.com (CO)

7216. Wood lightning sailed since 1955 on fresh water. Needs Maintenance type work for season. Blue hull. \$2500 Bill Dever 518 374 8532 (h) deverwd@localnet.com (NY)

6865. Well maintained classic wooden Lightning. 1958 19' Lippincott. Painted exterior and varnished interior. New aluminum mast. Photos \$2500.00 Ron Bouchard 802-238-7529 Shelburne, Vermont (VT) 05482mailto:ron@homestead-design.com

6380. Beautiful, wooden lightning, with protective fiberglass exterior finish. 3 sails, motor and trailer. \$1800 OBO. Susan Tybur 630-687-0552 (w) 630-687-0552 (h) horselv2@yahoo.com (IL)

6315. Wooden lightning in good condition with beautiful wooden mast, boom, rudder. Trailer in good condition. Melanie Ginter 203-776-3600 (h) melanie.ginter@unitedaluminum.com (CT)

6296. Well maintained classic wooden Lightning. Stored indoors, comes with trailer. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) kesterson1@verizon.net (NY)

6133. 1955 classic, woody hull and alum/stainless rig. Hull Blue, top white interior bright. Recent Hull repair and new canvas deck. New Hardware, brand new dry sail cover, aluminum trailer. \$3,500 Joe LaCroix 416-830-0294 joe.LaCroix@digitalworldcard.com

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

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.