



International

# Lightning



# Flashes

May 2006, Volume 66, No. 4

## California Circuit—San Diego

### California Circuit Report

Jeff Coppens

My Circuit report I guess needs to go back to last August in Sheboygan. We ran into Matt Burrridge at the famous or infamous bar everyone frequented after last year's NAS banquet. Matt had roughly 77 free drinks placed in front of him, so I thought is an opportune time to see if he wanted to come to San Diego in April to sail with me in the Circuit. We were able to talk our mutual friend, which the St. Louis folks probably all know, Jim Sears, to schedule a comeback from his sailing retirement. With both Jim and Matt on board, we enjoyed a great first two days of the Circuit sailing in the flat waters of San Diego's South Bay. For our boat, the "shut up and drive" method of skippering prevailed, as I enjoyed the endless color commentary from Matt and Jim on the front of the boat.



*Team Coppens, Sears, Burrridge—eleven races, eleven firsts!*

On day three we sailed the Marathon race from Coronado to Mission Bay, a 17 mile race, with a weather forecast from the night before of winds 10-20 out of the NW, rain, and a building swell to eight feet; the race could become an adventure to rival Jim and my wave breaking, sit on the transom, pitch pole surfest of 2001. After two days of great wind, we were met at 11:30 A.M. with light and variable wind. Given the light wind conditions, we decided to carry our traditional two quart "JUG O RUM" and several other boats were smart enough to properly provision their boats for what was about to happen. PRO Roger Patterson wanted to give us as much time to race as possible, so he decided to start the sequence in spotty wind, with a port downwind line. Chaos ensued. After steering the past two days, I handed the tiller to my crew, Jim Sears, who hasn't sailed a lightning in five years. We proceeded to be one of the boats to foul at the start and did our 720 in no wind and watched the fleet sail off about 50 yards. The wind shut off again and we saw a puff come in from the left. We headed up and Jim sailed around the fleet into light breeze. The wind filled and we all enjoyed a tacking leg up the channel past downtown San Diego and several Navy aircraft carriers. Turning out the channel, a convergence of offshore and onshore

breeze developed. The wind tumbling over massive Point Loma and the incoming tide created more mayhem in this zone. The first three boats managed to squirt through the zone and get to the outside and the rest of the fleet was stuck in San Diego Bay. At 3:00 P.M., race committee shortened the course to the first mark which is at the end of the San Diego Bay channel. Jim Sears, Kenny Manzoni, and Pete Bellin rounded the scoring mark in time. The tow picked us up 2 nautical miles northwest of the #3 buoy and about one hour after the "JUG O RUM" had expired.

On Tuesday, we started our Ocean Series in Mission Bay as Day 4 of the California Circuit. What a difference a day makes. A front moved into the area and we enjoyed racing in a consistent 10+ knots with gusts to 20 knots by late afternoon all coming out of the South. If this wind had reached us a day earlier, the marathon would have been a ten-mile spinnaker reach up the coast in 15 knots instead of a drift fest. PRO Roger Patterson set up a mile upwind leg almost parallel to Mission Beach. Most of the fleet fought for the pin end and drag raced left to get to the shore lift. The wind continued to build throughout the day. Matt Burrridge now took over the helm on our boat for the last two days of the circuit and we were able to grab three more bullets. We decided to

### Inside this Issue:

Chief Measurer's Column	3
Treasurer's Column	4
Official Notices	6
Lightning Family News	12
Classic Lightning	14
Woodie Fun Race	18
ILCA Donation	19
Coaches Corner	20
Midcontinent Regatta	23
Campeonato Brasileiro	25
Paid Fleets	26
Classifieds	28

refill the Jug O Rum for the sail in. As we entered the jetty, the storm system arrived and we surfed down the channel in 30 knots of breeze. Maybe our judgment was impaired, so we decided to put my laser in the water upon returning to the club and a few of us enjoyed screaming across Mission Bay in 30 knots of breeze and a downpour while the rest of fleet enjoyed watching from inside the bar drinking beer and the club's signature Mai Tais. Scott Finkboner arranged a great barbeque and we all enjoyed a fun evening at the club.

On day 5 a storm system covered San Diego producing rain squalls and consistent 20+ knot winds. With heavy

ocean waves and high winds, the race committee moved the last two races from the ocean to the flat water in Mission Bay. After a morning of rain, we headed to the race course and started at noon in heavy wind. Matt continued to steer on our boat and we scored two more firsts to sweep all 11 races in the circuit. Dr Sears, in a moment of bravado today called Mr. Burr ridge an old man. Our skipper responded "Old man?, @#!\* you, hike!!!!" Lesson, don't heckle your skipper in 25 knots of wind. Both races were three lap races in Mission Bay and with winds gusting past 25 knots, both races were finished in just over 1 1/2 hours.

Boat	Skipper	Coronado Series					Marathon	Mission Bay Series					Total
14924	Coppens/Sears/Burr ridge	1	1	1	1	1	1	1	1	1	1	1	11
14904	Finkboner	6	3	2	2	2	4	3	3	3	5	3	36
14095	Johnson	2	8	4	4	4	4	2	2	4	3	6	43
14263	Bellin	3	4	3	6	3	3	4	5	5	6	4	46
14202	Pol torak	8	5	5	8	10	4	5	4	2	2	2	55
14308	Bull	5	2	8	3	6	4	10/ocs	6	6	4	5	59
14846	Brewer	4	6	6	7	5	4	6	7	7	10	10	87
13742	Russell/Manzoni	7	9	7	5	7	2	10	10	10	10	10	87
13860	Gravatt	9	7	9	9	8	4	7	8	8	10	10	89

#### Perpetual Trophies

Winner: South Bay Series Jeff Coppens

Winner: Marathon Race Jim Sears

Winner: Mission Bay Series Matt Burr ridge

Top-placing Women Crew or Skipper Edna Johnson

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## Chief Measurer's Column

Bill Clausen



By now we are getting the cobwebs out of the brain and the leaves out of the boat, finding all our sails and crew and have perhaps been doing some sailing.

I hope the 2006 season proves to be a good one for all.

Jim Carson has taken The Specifications that are on The Web Site and up graded the wording and corrected inaccuracies as well as misspelled

words. The Specifications are now available to all in a format that makes sense and we can all go by. I personally and publicly want to thank him and Bill Fastiggi as well as all the other folks got this up and running on the web. THANKS TO YOU ALL!!

Your Districts are coming up soon. Please try to take part in this sanctioned step in our qualifications for the Worlds. Do not be afraid of measurement at the District level. Just be sure you and your crews are members of the Lightning Class and you have all the safety equipment on board. Some districts way weigh boats. Be sure you have not taken out weights that the builder put in. They most likely belong where he put them. Your districts are a place to sail against and talk to sailors that have sailed longer than you and perhaps sailed an North Americans or a Worlds and pick there brain, look

at there rigging see what sails they are using. Sailing against veteran sailors will only make you and your team a better one.

There no major changes in the specifications planned for the future.

If you plan to go to the North Americans please bring you measurement certificate. Please check the certificate and be sure the weight that is supposed to be there is there and the mast that should be there is still there as is the rudder, centerboard, etc. I will be happy to upgrade your certificate. If your boat is heavy you can at that point take out some weight or if you have replaced any major components of the boat I will note it on you certificate. If you have a question as to whether a new part is legal please email me or anyone on the measurement committee BEFORE you get to the North Americans. Things are easy to fix at home that can be a real pain at the regatta. The same measurement procedure I used in Sheboygan and in Chile will be done at the NAs. Please go over your boat and pre measure yourself at home before you leave for the NAs. If you came ready to be measured it will go quickly and get you to the bar or practice race to enjoy yourself!

Good sailing to all in your Lightning Racing this summer. Get a new member to join. Help a new sailor do better.

I am always available if you have a measurement question.

Regards,  
Bill Clausen

# Fuzzy

## SPECIALTIES



WRITE OR CALL:  
**JIM CARSON**  
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# LIGHTNING EARLYBIRD

May 20th 9:30 AM – 10:30AM Registration

10:30 AM Skipper's Meeting

11:00AM Harbor Start (Gun)

12:00 PM Warning Signal, 1st Race

6:00 PM Happy Hour

7:00 PM Dinner (with band to follow)

May 21st 9:00 AM Harbor Start

10:00 AM Warning Signal, 1st Race of the Day

NO race will be started after 2 PM on Sunday May 21st

Cedar Point Yacht Club, Bluff Point, Westport,  
CT 06880. Telephone (203) 226-7412.

# MAY 20 • 21

Call Dave Howe 914-319-4836

## Treasurer's Column

Steve Davis



The Limbaugh Fund was established in 1999 at the Lake Carlyle North Americans in honor of Helen and Jay Limbaugh. Its purpose is to further an appreciation of the joys of Lightning sailing among Junior and Active Members of the International Lightning Class Association.

John Atkins, VP Youth World Championships,

recently submitted the following request:

*"On behalf of the Finnish Lightning District, I would like to request a portion of the available Limbaugh Fund distributions. The Finnish Lightning District in conjunction with the Yacht Club of Jyväskylä Veneseura will be hosting the 2006 Lightning Youth World Championship. Their hope is to re-build their youth Lightning Sailing program. As such they have planned for three qualifying regattas to determine the teams that will represent Finland at the Youth Worlds. Their top district sailors will provide for free both the boats and training (coaching) for all teams at these regattas. The largest amount that*

*the youths will have to pay is the participating fees for these regattas. That amount will not be able to be paid by the district organization because of insufficient funds. At present, there are at least 4 teams with the likely possibility of 6 to 8 teams. The planned regattas and associated fees are as follows:*

*First regatta is in Tuusula 6th and 7th of May, and the fee is 30€ (\$36) /Lightning.*

*Second one is in Lohja 20th and 21st of May, and the fee is also 30€ (\$36) /Lightning.*

*Third one is in Jyväskylä in 27th and 28th of May, and the fee is 30€ (\$36) /Lightning.*

*I would ask that ILCA consider allocating up to \$450 (\$150/regatta) of the Limbaugh Fund distributions to help cover the participating fees for these regattas. This amount would cover the full fees for four teams or a part of the fees if more than four teams participate."*

The Limbaugh Fund Board Directors are Jay Limbaugh, John Schneider, George Fisher, Mike Huffman and Steve Davis as ILCA Treasurer. The vote was unanimous to approve this request for funds.

Steve Davis

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WORLDS 1\*,2,3\*,4,5,6,7  
 MASTERS WORLDS 1,2  
 NORTH AMERICANS - CHAMP 1,3,4,5,6,7,8,9,10  
 NORTH AMERICANS - PRES 1,2,3,6,7,8,10  
 ATLANTIC COAST CHAMPS 1,2,3,4,5,6,7,8,9,10  
 BLUE NOSE REGATTA 1,4,5,6,8,9,10,11,12  
 FRIGID DIGIT REGATTA 1,2,3,5,6,8,9,11  
 CANADIAN OPEN CHAMPS 1,2,3,4,5  
 MANAHAWKIN BAY CUP 1,2,3,4,5,6,7,8,9,10  
 DIXIE DISTRICTS 1,2,3,4,5,6,7  
 OHIO DISTRICTS 1,2,3,4,5  
 CENTRAL ATLANTIC DISTRICTS 1,3,4,5  
 FLORIDA DISTRICTS 1,2  
 CALIFORNIA DISTRICTS 1,3  
 SOUTHERN DISTRICTS 1,2,3  
 TAWAS BAY SUMMER REGATTA 1,2,3,5  
 PYMATUNING 4TH JULY REGATTA 1,2,3  
 SE DISTRICTS/VODOO REGATTA 1,2,3  
 DOC GILBERT POTOMAC CUP 1,2,3  
 PSRA SPRING REGATTA 1,2,3  
 HERNANDO DE SOTO REGATTA 1,2  
 EARLY BIRD REGATTA - Westport 1,2,3  
 LAKE LANSING 40TH TUNE UP 1  
 SODUS BAY SPRING REGATTA 1,2,3  
 SOUTHERN CIRCUIT OVERALL 1,2,3,5,6  
 SOUTHERN CIRCUIT - St. Pete 1,2,3,5  
 SOUTHERN CIRCUIT - Miami 1,2,3\*,5  
 SOUTHERN CIRCUIT - Savannah 2,3,4,5  
 PYMATUNING SPRING CLASSIC 1,2,3,4,5  
 LONG JOHN REGATTA 1,2

\*partial

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Photo Bill Clausen



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## **Official Notices**

### ***PAN AM Games to be held in Brazil, July 13-29, 2007***

US Lightning Class Pan Am Trials: October 2006, location TBA  
(Exact location and date will be posted on [www.ussailing.org](http://www.ussailing.org) and [www.lightningclass.org](http://www.lightningclass.org) once available).

The US PAN AM trials is not an open event. You must qualify to sail in the US Pan Am Trials.

US Lightning Class Qualification:

- Top 5 eligible finishers from the 2006 St. Petersburg Winter Championship March 17-19, 2006 in St. Petersburg, FL.
- Top 5 eligible finishers, not already qualified, from the Atlantic Coast Championship July 29-30, 2006, Beach Haven, NJ.
- Eligible finishers by rank, not already qualified, from the North American Championship August 12-19, 2006, San Diego, CA, until all 20 slots are filled.

Upon qualifying, a team must accept a starting position in the final Trials Event (see section I. C. 1) within 10 days. Sailors must notify James Taylor, Vice President, Special Projects, Lightning Class: [james.p.taylor@ae.ge.com](mailto:james.p.taylor@ae.ge.com)

### ***Quota Change for North American Championships***

The Executive Committee has been requested by the Organizing Authority of the 2006 North American Championships to change the District qualifying ration from 1:10 to 1:2. Therefore, for every two registered boats in your district, your district can send one qualified boat to the North Americans (i.e., District X has 23 registered owners. At 1:10 that district could send 3 boats. This year they can send 12). This request has been granted by the Executive Committee.

The end effect is that, basically, if you sail your districts, you qualify to go to this years North Americans. So make your travel plans now to be in San Diego in August!

## SPINNAKER NUMBERS & GRAPHICS

At the winter meetings in St. Petersburg the membership encouraged the creation of proposed changes to allow spinnaker numbers on one side and to allow graphics (approved by the Measurement Committee as non-promotional or obscene). The following proposals are presented for consideration:

### NUMBERS

The current specification regarding sail numbers is unclear and has been interpreted as requiring numbers on both sides of the spinnaker. ISAF requires the sail number be displayed on the front side of the spinnaker but allows it to be placed on both sides. The proposed change uses the same wording used in the ISAF rule (RRS G1.3 d)). The positive effect of this change would be a savings in the number of characters needed for application to a sail. The negative effect would be in boat identification on downwind finishes particularly if the spinnaker were flown backwards (number on the inside of the spinnaker). The area designated for numbers by ISAF Rules includes the number area currently shown on ILCA Plans but is more definitive.

The following interpretations/ rulings would remain in force:

*"National designation on the spinnaker is not required. Sail numbers must be made from cloth. Stenciled on numbers are illegal. (2000)"*

The following interpretations/rulings with respect to the spinnaker would be eliminated:

*"The Lightning Class will continue to require numbers on both sides. (2000)"*

The following Specification change is proposed (**new wording in bold italics**):

Change ARTICLE V, Paragraph 75 to read:

"75. Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per Plans, and racing numbers with an optional class emblem will be on the **outside of the spinnaker or may be placed on both sides within the area designated by ISAF Rules**. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. **Boats sailing in** international events shall be identified by nationality **initials** as defined by the ISAF.

The sail number that is assigned to the boat at the time of construction is the hull number. The use of numbers is subject to the By-Laws Racing Restriction and may not be arbitrary. All sail numbers are to be of a solid color contrasting with the sail material. (March 2005)."

### GRAPHICS

Current Specifications do not allow graphics on the spinnaker. Many people feel graphics are fun to see and make boat identification on the water easier for spectators. Others feel they detract from the traditional clean look of the Lightning. The following is proposed (**new wording in bold italics**, deletions in ~~strikethrough~~):

Change ARTICLE V, Paragraph 77 to read:

77. There will be no displays or signs on the ~~sails described above~~ **mainsail and jib** other than class royalty label, sailmakers identification, and a small stamp signifying Measurement Committee approval. **Graphics are permitted on the spinnaker provided they are first approved in writing by the Measurement Committee who shall deny permission for any application that could be construed as advertising or obscene in nature. Graphics may not obstruct clear observation of the sail number. Application to the Measurement Committee shall include sketch of the proposed design.**

JGC—5/1/06



## North American Championships August 12–19, 2006

Hosted by: Mission Bay Yacht Club, San Diego, CA

Visit: [www.lightningnas.com](http://www.lightningnas.com)

Contact: Jeff Coppens

[jeffcoppens@aol.com](mailto:jeffcoppens@aol.com)

## Women's, Juniors and Masters North American Championships

August 7–11, 2006

Hosted by: Southwest Yacht Club, San Diego, CA

Contact: Edna Johnson

[kirkedna@aol.com](mailto:kirkedna@aol.com)

(619) 583-6476

## VHF RADIOS

### Proposed Specification Amendment

Delete the following Specification shown under "Other Rulings" after Specification Article VI:

Electronic Equipment - the following electronic devices are allowed aboard a Lightning:

- ~~1) Battery-powered wristwatches.~~
- ~~2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection. This includes power supply and data inputs, such as wind information, boat speed or navigational features. It shall not have the ability to compute correlations between time, compass headings and VMG.~~
- ~~3) Cell phones, pagers, and handheld VHF radios with the following restrictions:~~
  - ~~a. for a sanctioned regatta, use of these devices is allowed only for emergencies and such use shall require withdrawal from the race;~~
  - ~~b. for a non-sanctioned regatta, use of these devices is allowed when not racing. In addition, organizing authorities can choose to restrict use to that of a sanctioned regatta. (August 2002).~~

### Proposed By-Laws Amendment

Change BY-LAWS, Article VIII RACING RESTRICTIONS, Paragraph 5 as follows:

(New language in **bold**, deletions in strikethrough)

- ~~5. A boat must carry ground tackle of serviceable character for the locality, three life preservers, a compass, minimum one gallon bucket, throwable life preserver with attached whistle, and a paddle as approved by the Race Committee. In absence of special conditions, the ground tackle shall be a fluke-type anchor weighing not less than 4 pounds (1.8 kg) with 50 feet of line attached. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate. A boat must be fitted with a centerboard preventer.~~

#### 5. PORTABLE EQUIPMENT

##### a) Mandatory

- i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.
- ii) Compass
- iii) Bucket with a minimum capacity of one gallon
- iv) Throw-able life preserver or cushion with an attached whistle
- v) Paddle
- vi) **Other life-saving equipment as required by government regulations.**

##### b) Optional

- i) Electronic Equipment—the following electronic devices are allowed aboard a Lightning:
  - 1) Battery-powered wrist watches
  - 2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection and shall neither provide wind or boat speed nor compute correlations between time and distance.
  - 3) Other hand-held navigational devices. Use while racing is not permitted except for emergencies.**
  - 4) Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:
    - A) For all sanctioned regattas, use is not permitted on the water except for emergencies. **This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if approved by the ILCA Executive Committee and so stated in both the Notice of Race and the Sailing Instructions.**
    - B) For non-sanctioned regattas use is not permitted while racing except for emergencies. **This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if so stated in both the Notice of Race and the Sailing Instructions.**
  - 5) **Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.**
  - 6) **In all cases where the use of electronic devices is not permitted, a competitor's use shall require withdrawal from the race unless the Race Committee deems use was for emergency reasons.**

JGC-4/16/06

# **Minutes Governing Board Meeting**

## **March 16, 2006**

### **St. Petersburg, Florida**

The meeting was called to order at 3:15 P.M.

#### **President's Report**

President Carter welcomed everyone and thanked them for attending the meeting. Since we have nothing to vote on, this meeting will be informational. A lot has happened since the last Governing Board Meeting. Jan Davis is now running the class office. We have had a successful World Championships, International Masters Championships and South American Championships. Thank you to Pablo Barahona and his committee for a magnificent job and thank you to Alan Terhune for helping the US boats get to South America. Thank you to Amy Linton for all she has done to make this a fantastic Southern Circuit. We have a new Lightning Class trophy, the Karl Smithers Trophy, which will recognize someone for their spirit and efforts on and off the water. President Carter would like to create a 3 year plan that gives guidance to the Executive Committee and Executive Secretary as to what further changes and direction we can move the class. President Carter discussed the new relationship with Layline. He asked the Governing Board for ideas about where we want to be in the future.

#### **Treasurer's Report**

Treasurer Davis reports that 2005 was a loss; however, in 2006 we are budgeting a small profit. Donations continue to be strong—Cash position is strong—Balance Sheet is in good shape. Details of the Treasurers report are printed in the March Flashes. David Sprague made a motion to pass the budget, Amy Linton seconded. Motion passes

Insurance—A Burgee Policy is being considered for the ILCA. This may not cover Canada, South American or Europe. Fleets must pay dues and be an "Active Fleet" in order to qualify for the insurance. In order to administer this insurance we will need to have a deadline for Fleet Dues and deactivate the fleets that have not paid. Bill Mauk offered concerns about the rigidity of a deadline and presented concerns how this affects publishing the yearbook and including our broader community in other class activities.

John Faus suggested that we need to ask District Commodores to play an enforcing role. He feels we need to clarify what are the duties of Class Officers.

We need to identify the committee members for the administration of the class's funds.

#### **Chief Measurer's Report**

Congratulations to the people that helped with measurement at the North Americans and Worlds. This made the measurement go quickly and smoothly. Anyone coming to sanctioned events needs to bring Measurement Certificates. Jim Carson is working with Bill on updating the website information regarding specifications. Graphics on spinnakers that are non promotional is being looked at. Comments were made that many people feel that it's fun and makes it easier to identify boats on the water for spectators. Graphics would need to be approved by the Measurement Committee. ISAF rules preclude any advertising on the sails. Numbers on both sides of spinnakers is unique to Lightnings. ISAF requires country code and sail number for those sailing out of county. It is easier to identify for downwind finishes. It will be raised at the General Meeting tonight to see the reaction of the Members.

#### **Secretary's Report**

Brian Hayes reported the membership numbers. 19 Fleets have paid so far. No new charters and no fleets have been revoked.

Jan was directed to send e-mail invoices for Fleet dues.

#### **Vice President and Committee Reports**

*Bill Mauk, V.P. Worlds:* Reports the Chile worlds were wonderful. Bill will be in Europe to talk with the Greeks about the upcoming Worlds. We have 3 bids for 2009. A committee of Antero Punttila (Europe), Valerie Tardiff (Canada), and Paco Sola (South America) and Matt Burrige (US) have been selected to review the bids and make a recommendation. The Governing Board will select the site. We have a forum for discussion. The class office will handle the voting.

*John Atkins, V.P. Youth Worlds:* The NOR has been approved as have the Sailing Instructions. They have a great regatta planned. Tommy Sumner from Brazil will still be qualified age wise. The executive committee needs to approve this. 2008 will be back in North America. Anyone that would like to host the event please contact John. The executive committee will grant permission to Tommy. Come August we will have a proposed change to the rules governing.

*North Americans—Report by Brian Hayes:* San Diego is very excited about hosting the NAs. WJM is set for South-western YC. We need to clarify the end day of the NAs so that people can make travel plans. David Sprague feels that the organizing committee needs to have social participation at the banquet. For San Diego, the organizing committee would like to have us gone by Saturday. Brian will talk to Jeff Coppens and authorize a hard stop for Friday. For 2007, Pensicola might be a possibility. St. Petersburg is a possibility for November. The timing is very late. Maybe we should look at hotels. Perhaps Toronto...any reasonable bid will be looked at. Kingston?

*Amy Linton, V.P. Southern Circuit:* Amy Linton reported that we have had great winds so far! Fabulous support and everyone has been very generous.

*Jim Allen, V.P. Internet (Report given by Bill Fastiggi):* The website is wonderful, look at the amount of information that is available. Things are getting updated. Jim Allen, Bill Fastiggi, and Mark Gardner are working on training the office to be able to keep the information current. Mark has built an on-line database. Advantages of the on-line membership will reduce the amount of data entry; next will be to get the credit cards processing automatically. Members will be able to update their own information. The hope is to make the office less labor intensive. Members will be able to update the boat ownership records. Nabeel Alsalam has been updating the pictures on the website. We need comments on how to improve the navigation through the website. Bill asked the Governing Board members to get their suggestions to the office, webmasters or him. Automating will allow the office to do a better job of "customer service." Carter suggests that the class has the opportunity to invest in new software to improve the website. As an organization we are very fortunate to have volunteers to help with the website.

*David Sprague:* ISAF is looking to develop a system that will operate for the world and many classes. They are interested in taking the measurement certificates for multiple classes. He appealed to the membership to have a presence in US.

*James Taylor:* The US Pan Am Trials are looking like they will take place in Annapolis right after the Frigid Digit.

### **New Business**

*Jim Carson:* A proposal to allow the use of radios was discussed at the Worlds. There was resistance to the GPS. David Sprague's proposal will be the foundation for rewriting the by-laws. The vote will be in August.

*Brian Hayes:* Yearbook Volunteers needed. We need to have someone to "drive" the project.

VP's and Volunteers. We would like to make it be more inclusive. Please make suggestions to the Executive Committee if you know of people who would like to serve the class.

*Bill Fastiggi:* Can we use some of our money to make interest free loans for boat purchases for young people? Could the Class purchase boats to make available for college sailors?

Motion to close the meeting by David Sprague, Valerie Tardiff seconded.

### **General Meeting**

Fleets represented in attendance and the General Meeting: 34 42 5 4 2 99 37 36 12 5 85 6 75 34 77 43 85 126 145 187 146 226 266 215 253 228 329 301 335 303 503 488 50

Motion to approve Minutes as submitted.

The same Agenda was followed and there was a general review of the items printed above.

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## ILCA CENTRAL ATLANTIC DISTRICT

### 2006 Regatta Schedule



June 10	Brant Beach Annual Regatta, Brant Beach Yacht Club
June 17	New Jersey States, Brant Beach Yacht Club
June 17-18	Governor's Cup Regatta, Riverton Yacht Club
July 15-16	Central Atlantic Districts, Surf City Yacht Club ( <i>CAD Members Only</i> )
July 29-30	Atlantic Coast Championship, Little Egg Harbor Yacht Club ( <i>see ad this page</i> )
August 12-13	Downbay Regatta, Little Egg Harbor Yacht Club
August 25	New Jersey Junior State Championship, Surf City Yacht Club
September 23-24	Manahawkin Bay Cup, Surf City Yacht Club
October 28	Pumpkin Bowl, Barnegat Light Yacht Club

**Contact District Secretary Bill Bogardus at**  
**[williambogardus@hotmail.com](mailto:williambogardus@hotmail.com)**  
**or visit the ILCA website for more information**

# Lightning Family News

## New Member—Michael Poltorak

*Where you sail?*

I sail in San Diego out of Mission Bay.

*Your fleet?*

Mission Bay Yacht Club.

*Your sailing experience?*

As a child mostly day sailed with my dad on a Cal 20. Started racing on big boats in College, then began one design racing in 1986. Sailed FJs, Thistles and Snipes and Lightnings. I bought my first Thistle in 1987. I Crewed on Lightnings with several local skippers and crewed in the NAs with Mark Bryant and Jonie Palmer in 1989, and 1990. I Bought a Lightning (13475) in 1993, sailed several California Circuits and Skippered this boat in the 1997 NAs in New Orleans. After my third daughter and several conflicts with one particular local fleet personality, I Sold the boat. I'm excited to get back into the lightning class and am pleased to be back out on the water on "Moxie" Lightning #14202.

*Why the lightning?*

Good boat, good class, and good local fleet activity. The local fleet has developed some positive momentum, good competition and has grown in the last few years. The "local personality" has also seemed to have mellowed out. I had wanted to get back involved with the class and with the NAs coming back to San Diego, I thought this would be a good time.

*Family News...*

I'm married, I live in San Diego with my wife Belen. I have three daughters Miranda 11, Mindy 9 and Margaret 7.

*Anything that you think our members would want to know about you?*

I'm originally from the Los Angeles area. I went to College at SDSU, and I've been active in the Financial Services industry since 1991. I own my own Insurance and financial services firm [www.poltorakifs.com](http://www.poltorakifs.com) ( a little self promotion never hurts). I love to Golf, SCUBA dive, Sail and vacation with my family on Cruise ships.

I Look forward to meeting many of you in San Diego.

## Welcome New Member—Dale Krcek

I sail in Indianapolis at Geist reservoir as part of the Indianapolis Sailing club Lightning fleet 270. I joined the Club last year and crewed on a Lightning and a Interlake. I enjoyed how the Lightning sailed and there were more choices with used boats in the Midwest area. I found one I liked in Michigan and bought it last July. I sailed some in the Detroit area with my dad 30 years ago so it has been a while. This will be my first season racing. I have a lot to learn and in our first race last last Sunday I "baptized" my crew as we capsized in a strong gust. It can only get better from here. I am planning on traveling to a few regatta this year. I will be at Mid-Continent at Lake Carlyle this weekend and our Indiana Open Re-

gatta on May 6th and 7th. I also started running again and ran in my first marathon last fall. So I guess you could say that I am in my mid life crises and have gone back to my younger days and running and sailing again. I am looking forward to a lot of fun and a great experience sailing lightning's.

## Welcome New Member—Duane Cramer

I'm relatively new to Lightnings and to sailing in general. I crewed last summer in club races at Willow Bank Yacht Club in Cazenovia, NY with Jeff Shaw on "Steam Driven" (I forget the hull number), which was my first exposure. The Lightning class at WBYC has become quite active. With our boat and one other family considering buying this spring, we'll be up to about a dozen Lightnings at the club. We have been sailing for a couple of years, after buying a Capri 16.5 in 2004, which we sail on various waters—from Cayuga Lake to Lake Champlain.

My daughter Leigh (age 15) is an avid sailor. She belongs to the WBYC junior fleet and spent last summer crewing on a 420. She is quite psyched at the prospect of the family racing the Lightning. Son Jason crewed a couple of times with me last summer and enjoys it. This summer will be my wife Debi's first time on a Lightning, but she is game to try.

Here's to blue skies and good winds for the summer of '06.

## Farewell and Best Wishes to a Long-time Lightning Sailor...

I am writing to you to tell you that I have sold my Lightning. It was #13123, a Nickels & Holman boat. The new owner is Mr. Cole Hexel. He intends to join the Palmetto Lighting Fleet, #440, captained by Mr. Terry Tyner, and also the Lake Murray Sailing Club, where I previously kept the boat and was a member of the fleet.

I parted with the boat with mixed feelings. My wife and I were not using it much because we are getting older and find it more difficult to handle launching and because we both cannot take the very hot weather one experiences sailing on Lake Murray during the summers.

Since boyhood I have done a lot of sailing on Lightnings. My father owned #1214, which he had built during WWII, as well as another later Lightning, and finally the one I just sold. My brother David O. Peters still retains his Lightning. Dave was chief measurer and president of the International Lightning Association back in the 1970s.

Even though I have parted company with my Lightning, I will retain fond memories of my active sailing days and an interest in Lightning class racing.

**Just Launched—May 1, 2006**

**by David & Jody Starck**

**Sabrina Ann Starck**

**6 lbs, 8 oz**

## 46th Olympic Classes Regatta

Alamitos Bay Yacht Club

Long Beach, California

April 1-2, 2006

### Peck Joins Railey on U.S. Finn Team for China



*Lasers line up for a wall-to-wall start at the committee boat.*

LONG BEACH, Calif.---Zach Railey, 21, of Clearwater, Fla. and Darrell Peck, 41, of Gresham, OR may seem unlikely buddies, but they'll be hanging out a lot together for the next couple of years.

Railey, the top-ranked US sailor in the single-handed Finn class, won five of seven races in a fleet of 20 boats in Alamitos Bay Yacht Club's 46th Olympic Classes Regatta Saturday and Sunday, while Peck's close second place jumped him from fifth to second ranking.

The top two in each Olympic class qualify for the pre-Olympic regatta at Qingdao, China in August, so Railey and Peck officially became a team. Besides the Olympic preview this year, they'll train and sail alongside each other in other events in Europe, Canada and the U.S., all leading up to the U.S. Olympic Trials at Newport Beach in October of 2007.



*Zach Railey (foreground) and Darrell Peck fought it out for first place in the Finns, with Railey prevailing.*

"It's exciting," said Peck, who has been chasing his Olympic dream sailing a Finn since 1988, when Railey was, um, 3 years old. "I not only had to do well at this regatta but had to have another guy do badly—and that was Bryan's bad luck."

Bryan Boyd of Annapolis, MD, ranked No. 4, remains in the Olympic chase and was planning to compete for the China trip here but drove a chisel into his left

hand two days before the event, putting him out of competition indefinitely. The other two sailors that Peck had to leapfrog didn't compete, either.

"So I just sailed conservatively," Peck said, "and tried not to foul anybody or break anything."

"Zach deserved to win this regatta," Peck said. "He let me take one of those close finishes yesterday and another one today. Actually, I took one of them. I wanted it."

Darrell (Lightning 14453) adds: "I've qualified in the Finn for the Pre-Olympics Test Event in Qingdao, China this summer. It overlaps with the Lightning NAs and I'm trying to nail down the dates. Obviously, I'd love to sail in San Diego and perhaps qualify for the Pan Am Trials."

## On the Road to Qingdao, 2008—Part 1

Sarah Mergenthaler & Amanda Clark

Team GO SAIL 2008

[www.teamgosail.org](http://www.teamgosail.org)

November 15, 2003: The end of the Olympic Team Trials for the 2004 Olympic Games. After 16 races over 8 days, we fell short of first place and a trip to Athens by 3 points. That same date also marked the start of a new quest: to represent the United States at the 2008 Olympics in Qingdao, China.

After missing our mark by such a small margin, we mapped out a game plan for the new Quadrennium leading to 2008. The first step was to evaluate where our program fell short. What were our weaknesses? Sure, we had a good run, but we realistically defined a "Successful Campaign" as one resulting in getting to the Games. We identified three main components:

- 1) Improvement on pure fleet racing
- 2) The value of coaching
- 3) Effective fundraising

We also thought it was necessary to put the Trials behind us. After a full time push for two years, we established that at least one year of down time was necessary. It was time to get back to work for while to decompress, clear our heads and establish a fresh approach in preparation for China, 2008. What was it going to take to get to the next level?

From the Athens campaign, we learned the importance of planning. Before putting on a single sailing boot in the new Quad, we worked out training schedules, regatta selection, a realistic budget, lining up coaches, training partners and housing. We examined the US ranking system and how to reach the #1 spot. We tested new sail designs and different hull shapes. We investigated logistics between the US and China. US Sailing announced our next Olympic Trials would be in Long Beach, CA so we started research on the venue. We also highlighted which events we needed to peak at.

Between jobs, we scheduled as many training camps and regattas in the 470 as a "real world" schedule allowed. We also realized that we desperately needed to improve our tactical decision-making and boat-to-boat strategy in the heat of a real race. The U.S. 470 fleet was not a good enough solution. We needed a talented, deep and enthusiastic fleet with good numbers, top quality competition and regattas. The Lightning Class was a perfect fit. The 2004 NA's at Buffalo Canoe Club and the 2005 Worlds in Chile were great events to sharpen our skills.

Over the next editions of Flashes, we hope to give you an insight to our Olympic campaign and our Road to Qingdao, 2008.





# Classic Lightning

## Building a Lightning, Part Two

Carlton Simmons

This is the second of three articles describing why and how I built my own wooden Lightning “Elaine” (15097). The first article described a little history of men who built their own boats and my own history of boat building. I also describe my decision process in choosing to build a Lightning. The final article will detail the rigging process, acknowledgements and how and where Elaine has sailed so far. The final article will detail the rigging process, acknowledgements and how and where Elaine has sailed so far. This article will focus on the construction of the hull and decking and what problems I encountered.

### **Lightning Hull #6424**

Later on in the construction of my Lightning you I will see where I re-used portions of a defunct Lightning. That Lightning, hull #6424 was found in Ohio and I was able to use the wooden mast, centerboard and winch, most of the original standing rigging and the seats. To restore 6424 would have probably involved more work and time then building a new Lightning from scratch.



Lightning 6424

### **Construction**

Included in the plans for the Lightning were four additional documents. Two were labeled “How to Build a Lightning,” both copyrighted in 1967. The third was “Building a West-System Stringer Frame Lightning.” The fourth document was the “General Specifications of the Lightning.”

The Lightning in the WoodenBoat article was built using the “West-System Stringer Frame Lightning” document. Stringers are long pieces of wood running

the length of the hull and tying the frames together for additional longitudinal strength. Traditional construction ties the frames together only at the keel, chine and sheer using the hull planking to provide the longitudinal strength. The West-System also used a two-step process on the hull planking. The first was to plank with a ¼” thick marine plywood covered with the second step of adding a 1/8” veneer.



Lightning Frame

I decided on a different approach for my Lightning. I decided to build the frame system in the traditional manner and then use ¼” thick marine plywood covered with a 1/16” layer of fiberglass. This would bring the hull thickness to the class minimum thickness of 5/16”. I decided on this approach because it only required fitting one layer of plywood. This eliminated the additional smoothing step required between the two layers in the West-System. One advantage Plywood hulls have over traditional planking is they do not need to “tighten” up in the spring. Traditionally planked hulls require the absorption of water to swell enough to close the gaps between the planks. This means that the boats will tend to weigh more then the 700lb minimum because of the added water weight. There is still another weight advantage for using plywood. Hulls planked with solid wood need to be at least 5/8” thick where a plywood hull only needs to be 5/16”.

Even though my original intent for my Lightning was day sailing, I still built the boat to the class specifications so it could be called a Lightning and raced as one. This required adhering to all the class specifications as far as hull construction. Primarily this involved meeting the minimum or maximum dimensions of the hull and framing. In general, I built most

of the boat to the minimums since this would make the boat lighter. It is very important in building a Lightning that you read through the plans and specifications completely before construction. There are numerous areas where it is easy to make mistakes. Some are easy to correct where others are not.

One area where a lot of mistakes happen is in the lofting process. If a boat was shaped like a box then no lofting would be needed, but boats have curves. Lofting is the method boat builders use to determine the actual full size shape of the boat from the plans. The plans will usually have a "Table of Offsets," which use a unique notation to specify the dimension of the boat at each station. Stations usually line up with the frame locations but not always. In the Lightning, they did. The notation used in the Table of Offsets is in the form of x-y-z. Where x is in feet, y is in inches and z is in eighths of inches. To specify a location on the hull you need two reference points. In the Lightning plans they use the centerline of the hull and a baseline. The baseline in my plans was 12" below the waterline. Which is about 6 3/4" below the lowest point of the hull planking. Finally, some values in the Table of Offsets will have a + or - on them. This means a little more than an 1/8" or a little less than an 1/8". This is one reason lofting usually requires creating a full size pattern of the hull shape. The full size pattern allows the builder to pull measurements off the hull in places other than those specified in the Table of Offsets.

The table of offsets specifies the shape of the hull as measured at each station and this measurement is to the outside of the hull planking.

My first problem was that I didn't have the room in my garage to loft the entire hull. So I decided to loft each section separately. This made the lofting easier but did add an element of risk.

The very first portion of my lightning I built was the centerboard (cb) trunk. This was made from marine plywood with mahogany end pieces. The cb trunk on the Lightning is very critical for a number of reasons. First, there is a lot of force on the trunk from the centerboard when beating to the wind. Second, the plans I used had the cb

trunk and mast step as one integrated unit. Thus, not only were the lateral forces from the cb on the cb trunk but also downward forces from the mast. On the Lightning, the mast step doesn't have to be integrated in with the cb trunk.



Side Planking



Planking Complete

Thankfully, the construction of the cb trunk/mast step went off pretty much as planned. One final point, when you make the cb trunk you need to finish (paint) the inside before final assembly. In my plans, I had decided to coat all the wood pieces with thinned epoxy before painting to further protect the wood.

With the cb trunk complete, I started building the transom, stem and frames. One good thing about the lightning construction was that there was very little of the boat that required steaming to bend to shape. The transom was probably the easiest section to make because it was simply a flat piece of plywood with Douglas Fir (df) supports around the perimeter. Notches were cut in the supports to accept the sheer, chine and inner keel. The frames were also made of df and are what is referred to as sawn frames. In other words, not steam bent. The advantage of sawn frames is that they are much easier to build. The disadvantage is that they aren't as strong because you are cutting across the grain.

I made the internal pieces of my lightning during the winter and started assembly in the spring. I re-used the strongback that I had made to make my Cedar-Strip canoe on. Since the Lightning is about 4' longer than my Cedar-Strip canoe, I needed to add some length to ends. Also, since the top of the cb trunk is parallel to the waterline, I set it upside down



Planking the Hull



Bottom Planking



Hull Turned



**Working on the Deck**



**Bottom Planking**

directly on the strongback and secured it in place. In boat building it is very common to build small boats inverted and then turn them to complete them. If you recall, the table of offsets used the centerline and a baseline point 12" below the water line. Which was about 6 3/4" below the outside of the hull. With the hull upside down the baseline is now "floating" 6 3/4" above the hull. I translated this measurement down to the top of my strongback to reference all the frame positions as they were fixed in place. The assembly of the inner structure went fairly straight forward except for



**CB Winch**

the sheer which for some reason gave me a lot of fits.

At this point I took a two week break and took another sailing course in Maine. While there I talked to the experts about applying the plywood. The problem with plywood is that it doesn't want to bend in two directions. The side of the Lightning is no problem since it a single bend from bow to stern but the bottom is a different matter. The bottom of the Lightning bends in two directions, referred to as a compound bend. Luckily, the bends are fairly gradual and I was able (with some effort) to convince the plywood to follow the bends.

One good thing about using plywood is that it is already smooth and after attaching it to the framing there One other note: The plywood I used was 1/4" marine plywood in 4'x8' sheets. Which meant that I needed to attach two sheets plus a little more to complete the full length of the Lightning (19'). The sheets were attached together using a scarf joint which is basically tapering the two ends to be attached into long

right angle triangles. The length of the scarf is traditionally 8 to 1 (length to I planked the bottom sides individually and left the final scarf, the last three feet near the bow, to be done in place. In convincing the plywood to lie flat, I would use wood strips laid across the plywood and clamped the ends of the wood strips. The planking required a lot of

Finally, the planking was done and I decided to turn the hull directly on to the trailer which had just arrived. Turning a hull in boat building is a MAJOR milestone. Before that point it really is hard to visualize it complete.

Before I turned the hull I added a layer of fiberglass (to meet 5/16" thickness) and painted it. This is where I made my biggest mistake. I ended up using bottom paint over the entire hull which I have been paying for ever since. Bottom paint is only needed for boats that will be in the water for long periods of time and a Lightning which is easy to trailer doesn't need bottom paint. The bottom paint is designed to flake off (with the barnacles) and thus save the hull. Thus it is used only on the portion of the hull that spends the majority of the he hull was turned in the fall and I would be adding the decking during the winter. To make the construction process easier during Indiana winters, I bought a temporary enclosure. The enclosure which measured 12'x20' was just large enough to allow the Lightning and trailer to fit inside. The enclosure was a blessing and I should have gotten it when I first started building outside.

In building anything, "the devil is in the details" and a boat is no different. The hull was complicated but easy to work on.


The deck was easy at first but the more decking you add the smaller your work area gets. I also added seat supports and the centerboard drum.

The seats that I got from the old Lightning dropped in with little or no modifications. I basically just sanded them down and re-varnished them. Adding the deck really made the boat look like a Lightning. After the decking, I added the mahogany trim on the cb trunk, coaming and splash guard.



**Deck Complete**

In the final article I'll install the standing and running rigging, make the boom, rudder and launch her. I'll also summarize the construction process and recognize all those that made this project possible.



# ***Wooden Boat Get Together Onondaga YC, Syracuse NY July 22, 23***

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## **WOODIE FUN RACE—17th April 2006—GOOD FRIDAY** **Fleet 510—Lagos, Nigeria**

*Julian Calvin*

To celebrate the complete rebuild of our first 'Lightning' built in Nigeria, it was decided that a 'fun' race would be held within Lagos harbour when all sailable woodies would be launched. Note: as previously advised, these woodies were built to Lightning design but many were overweight for classification purposes and were thus called "Tarpons."

The first woodie to be built was for His Excellency, Sir Bernard Bourdillon (the British Governor) in 1947. This boat has undergone a complete rebuild during 2005/2006 when she was stripped down to original bare frames, repairs made then re-assembled using modern marine ply where necessary.

Many thanks to Peter Kolev and Collin Butt who oversaw the project with special thanks to David Abiodun ,our club carpenter who did such a fantastic job.

On race day we managed to have thirteen woodies sailing with a further two that were left on the hard awaiting repairs. What other Club could get so many of these veterans on the water? Oldest boat was 59 years old and youngest 33 years. Eight of them still have their original wooden masts.

Even more outstanding was the crew of 'T1' for this race. We persuaded our Club Trustees to participate so helm was Helmut Braun with crew of John Godwin and Malcolm Frost (a combined age of 216 --- and that is excluding the boat; life in Nigeria can't be that bad!!!) Race included two 'gates' where fleet was not allowed to enter until 'T1' passed through.

Youngest participant was Nathan Anderson, aged five, who was sailing as winchman in T6 with his Dad, Nick.

Needless to say, the race was won by T1.

Hope the accompanying photographs convey the excellence of the rebuild plus the fun of sailing in Lagos.



*Tarpon Launch*



*Launching*

## **International Lightning Class Sailors Raised \$1,800 at the 2006 Lightning Winter Championship Banquet**

Hurricane Katrina has had a devastating impact on the sport of sailing in the Gulf Region. According to Buddy Clark, ILCA Fleet Captain, "not a Yacht Club is standing along the gulf coast" and the members of the International Lightning Class, which have long been active in the region, are living all over the United States until they can rebuild their homes again. The ILCA has made a long term commitment to assisting, in what ever way it can, members of the Lightning family who have lost so much. It is a tradition of annual banquet to have a 50/50 raffle, half of the proceeds from the sale of raffle tickets go to the winner and half are donated to various causes.

This year's winner John Steiner graciously donated ½ of his portion back to the cause. The Executive Committee selected the Gulf Yachting Association as the beneficiary for this year's raffle proceeds. The ILCA will continue to be involved with assistance to our Lightning Fleets for years to come.

The class office welcomes donations from members for this commitment.

What a marvelous gift the Lightning Class is giving the GYA. Hurricanes Katrina and Rita definitely gave our yacht clubs a big blow (no pun intended). Fourteen clubs are totally gone and six others have a good deal of damage.

The Lightning Class donation of \$1,800 is wonderful and will go to good use in the restoration of the GYA.

Thank you,

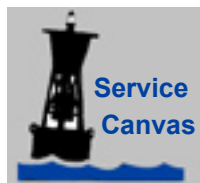
Janet Miller-Schmidt  
GYA Commodore

The Lightning Class contribution will be greatly appreciated, and it is truly inspiring to see the sailing community rally around those sailors and clubs that were devastated by the storms. Thank you so much for your efforts.

Janie Eshleman  
Treasurer, Gulf Yachting Association Foundation

**HELP THE SOUTHERN DISTRICT**—Please contact the office if you have sails, masts, booms, rudders or other items you would be willing to donate to class members that are attempting to get boats back on the water to sail this spring. The Class will reimburse you for the shipping costs as part of ILCA's ongoing commitment to helping the Southern District get back on its feet.

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**1<sup>st</sup> & 2<sup>nd</sup>** Long Island Districts 2005

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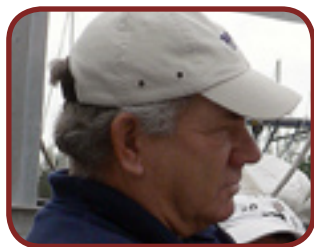
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# Coaches Corner

## Once You Learn Competitive Speed, It's A Whole New Sport—Part 2

by Bill Shore with Randy Shore



Now that you have considered the importance of improving your speed around the whole race course, and you understand the way to improve your speed with benchmarking against another Lightning with a coach boat, we would like to talk about rig tuning to enhance your upwind speed performance.

Remember that in our last article we talked about the importance of bringing your competitive speed with you to regattas. Once the starting gun is fired you must focus on race course tactics. It is not the time to experiment with new sail trim benchmarks. You must have the best speed you can, and you must race with the speed you bring.

### Critical Speed Adjustments

Developing upwind speed is not a mystical experience nor is it as difficult as many want you to believe. In fact, in one design racing only a few critical adjustments for upwind boat speed need attention. When I am coaching, I work on four critical adjustments in their order of importance and impact:

- ▶ jib sheet trim
- ▶ main sheet trim
- ▶ mast bend
- ▶ forestay sag

We talked in the last article about jib sheet trim and main sheet trim. Now, we will focus on mast bend and forestay sag.

### Understanding Your Rig

Mast bend and forestay sag are dependent for the most part upon the position of the mast blocks, the forestay length (or jib wire tension) and backstay tension (and to a lesser degree, the main sheet tension).

Forestay sag has a dramatic effect on the shape of the jib. The onboard control of the shape of the jib is the greatest advancement in the one design upwind performance since Dacron fabric replaced Egyptian cotton for the construction of sails many years ago. The onboard control of jib shape has allowed a single jib to morph into a shape that, for a Lightning, is very effective in all wind/sea conditions.

Less sag will reduce the overall depth and flatten the entry of the jib. This shape change makes the jib more effective in the higher than average wind ranges or in flatter sea conditions. It allows the boat to sail a higher angle into the wind.

More sag increases overall depth and shapes the jib to be fuller in the entry. The full entry will reduce pointing angle but offsets this with more power that may be needed in lighter winds and/or bigger seas causing more resistance to the hull.

Increasing forestay sag (decreasing forestay tension) is accomplished by:

- ▶ lengthening the backstay (and/or mainsheet)
- ▶ shortening the forestay length or
- ▶ moving the mast forward at the deck (more blocks aft)

Decreasing forestay sag (increasing tension and straightening forestay) is done by:

- ▶ shortening the backstay adjustment (and/or mainsheet)
- ▶ shortening the forestay or
- ▶ moving the mast aft at the deck (more blocks forward).

A combination of these critical adjustments are used to accomplish the desired results.

I'd like to reiterate that it is **IMPERATIVE** that you understand this information on jib sag before we talk about mast bend. These concepts are essential to understanding the tuning of the Lightning and 95% of all sloop rigged sailboats. If you do not understand, go over it again until you fully do understand. It may help to make a simple drawing of a sloop rigged sailboat and visualize the concept by looking at the drawing while studying the forces as they affect the rig. Talk to a racing friend can help you understand. This is very basic to your goal of **TOP SPEED** racing.

### Mast Blocking, Updated

Long time Lightning racer, Mark Bryant, helped develop years ago the system of manipulating mast blocks for the purpose of controlling forestay sag. Mast blocks are sometimes moved (see your sailmaker's tuning guide) in tandem with adjusting the lower shrouds. However, the system loses some of its effectiveness after racing starts, because even though it is legal to change mast blocks it is illegal to adjust the lowers after the Preparatory signal for a race. If the wind speed makes a dramatic change during the race, mast blocking remains an effective way to reshape both sails.

**NOTE:** Mark, the thinker that he is, has recently come up with a new twist for adjusting the rig during the race that is legal. This system is very clever and with a mast constructed for the "Bryant Tune" it has some interesting advantages over the present system. I'll talk about this in the next article.

### Mast Bend Intricacies

Setting up the rig before the start of a race starts with the onboard shaping of the jib. The most critical adjustment is forestay sag. With the mainsheet and backstay roughly set for the conditions, the most knowledgeable sail trimmer (helmsman, middle crew or jib crew) should sit in the forward crew position to leeward, trim the jib to the benchmark position for the current conditions. Then, this person should evaluate your jib's overall depth and luff entry shape.

With the mast blocks in a median position (mast position at deck level), the jib will look

- ▶ a bit too full
- ▶ a bit too flat or
- ▶ just right

Decide which you think it is and test your theory with the other two crew. Ask them to do exactly the same evalu-

ation. Is the jib too flat, too full or just right. Come to a consensus.

Then, the first person to evaluate the jib trim should sit in the middle crew position and evaluate the mainsail considering whether sheet tension and backstay are creating the correct twist. Remember, the correct twist is when the top main sail batten is parallel to the boom when sighted from below the boom using the boom as the static guide. Then, evaluate whether the depth of the sail is, in your judgment, appropriate for the wind and sea conditions. Each of the other crew should sight the boom and weigh-in on the main trim and shape. Build a consensus and adjust the main sheet and backstay until everyone on the boat agrees that the sail is trimmed for top speed.

Once you agree that the mainsail is trimmed fast, return to the jib and ask the three questions again. Keep in mind that while you were adjusting the mainsheet and backstay, you changed the forestay sag and, therefore, the shape of the jib. When you are satisfied with the depth of the jib and its luff entry angle with the upper leech trimmed to the correct benchmark position, stop. You are at your TOP SPEED trim. But, if the jib is a bit too full or too flat, you are only close to TOP SPEED, and must make a slight fine tune in mast block position at the deck.

### **How Do We Fine-tune Our Rig?**

**Question:** If the jib is too full, what critical adjustment is required at the mast deck position? Should we put more blocks forward or aft of the mast?

**Answer:** The jib is too full because the forestay has too much sag. To reduce the sag and tighten the forestay, put a small mast block forward of the mast.

**Question:** If the jib is too flat, what critical adjustment is required at the mast deck position? Should we put more blocks forward or aft of the mast?

**Answer:** The jib is too flat because the forestay has too little sag. To reduce the sag and loosen the forestay, put a small mast block aft of the mast.

Once you have fine tuned the mast block position, you must adjust the backstay, jib sheet and main sheet to the benchmark settings. Remember that adjustments to

keep the jib trimmed right can effect the main, too. You must always think about trimming both sails together for TOP SPEED.

### **What Do You Do With TOP SPEED Once You Get It?**

Congratulate yourself on achieving your TOP SPEED.

Then, remember that this is your starting point. You must continually monitor the conditions and the benchmarks for **TOP SPEED** around the whole course.

As a coach, my observations are that the course adjustments such as main outhaul, main luff cloth (Cunningham), jib lead, and jib luff cloth, are covered in most sailmaker's tuning guides. These trim points are easy to duplicate when sail testing. If you follow the tuning guides, you will find that the course adjustments are not the cause of your speed deficiencies when racing.

You should reinforce your success. Grab another Lightning team, coach and coach boat, and start experimenting! Remember to keep an eye on the compass and relative wind speed between the two boats while testing so your adjustments are made on an even playing field. It is a losing prospect to try to learn what makes a boat go fast on the race course. If while racing, your speed is not competitive, check your boards for weeds and plastic bags, and, then, check your critical adjustment benchmarks, starting with the jib. Quality practice that includes speed testing gets racing sailors to speed quickly.

With FULL COURSE TOP SPEED you can start to understand, and truly enjoy, the most fulfilling part of the sport, THE GAME OF SAILBOAT RACING. The confidence you gain from this exercise will pay dividends in the regattas you attend this year. Share your experiences with us. We look forward to helping your program become faster.

*Bill Shore  
Quantum Newport  
Shore International*

Bill Shore has carved out a career in engineering, sail-making (with more than 30 national and international champion titles to his name), and now he enjoys coaching World champions, Olympic medalists and America Cup teams.

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## Mid-Continent Regatta 2006

Todd Wake

Before starting the 400 mile drive to Carlyle from Sheboygan I decided to give the forecast one last look. The forecast called for SE winds at 20-30, heavy rain, and likely thunderstorms on Saturday with more of the same on Sunday. I wondered if we would get to sail at all. Since we wanted to see our friends from St. Louis and knew there was a 100% chance of a good party, our team decided to make the trip. My wife Kristine and I left Sheboygan around 4:00 P.M. and picked up Jim Walker on our way through Milwaukee. Since this would be Jim's first time in a Lightning, I gave him some vague instructions like "don't let the spinnaker get away from boat when it really starts to blow." We pulled into the Carlyle Microtel at 11:30 P.M.



We woke up early on Saturday, drove to the club and rigged the boat. The wind was blowing 20 by that time but the rain was holding off. The first race went off as scheduled and featured multiple lead changes between our team, Matt Burrridge's, with Jen Algets and Jim Sears (all the way from CA), and the Moriarty family boat (Dan, Tobin and Ian). At the end of the race it was our turn to be in front followed by Matt and Dan. The second race saw the wind drop a bit and become fluky. We led at the first mark but after a brilliant gybe on the downwind Matt passed us and never looked back. We took second and Dan was third. After the second race the committee sent us in for lunch.

As the sailors sat in the club house eating lunch it became apparent the forecast of 20-30 was wrong. The committee measured sustained winds in the 40-45 knot range for the better part of an hour. There was a frantic rush to secure all the boats and get them out of the water. Luckily no damage was sustained. The wind eventually calmed down to a gentle 35 and stayed there the rest of the day. Around 2:00, when the racing was cancelled for the day, I decided to break into my rum stash. An open bar was set up out of the back of our van and most of the sailors enjoyed a cocktail or two. There was a lot of discussion about the last time people had seen a sustained wind like we were experiencing. Eventually the party moved inside for the wonderful lasagna dinner prepared by James Chapin and his wife. James



posted a strong sixth place finish and served as regatta chairman. He deserves extra thanks from all who attended. Matt Burrridge gave a short presentation on his trip to the California Circuit along with some boat speed tips. After an early afternoon start to the party most people went home early to get some sleep and prepare for what Sunday would throw at us.

Sunday morning the winds were 20+ and the race committee sent us out as scheduled. The wind continued to build throughout the morning and made for some challenging boathandling along with great rides on the downwinds. I don't know exactly how strong the wind was. At times the main and jib were both luffing on the upwind. Thank goodness Matt and I had a gentleman's agreement not to use new sails. Despite the heavy breeze the race committee ran three good races. Scott Zerban with Rob Zerban and Mike Hefferman showed some serious speed in the heavy stuff and won race 4. Matt demonstrated how far you can heel a Lightning without officially capsizing while trying to get around the leeward gate. Nobody cared too much about what place they were in while surfing along in puffs that went up to about 30 knots. It was all about enjoying the ride and trying to stay upright.

Our middle crew Jim Walker did a great job in his first lightning regatta. He hiked hard, watched the shifts and most importantly kept the spinnaker under control. Thanks to Jim and Kristine's crack crew work we sailed a 1,2,2 on Sunday to win the regatta. Matt's team was second followed by the Moriartys, Scott Zerban and the Burke family in fifth. As usual the folks at the CSA were gracious hosts and put together a top notch regatta. Mark the last weekend in April on next year's calendar and come join the fun.

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## CAMPEONATO BRASILEIRO—LIGHTNING CCSP—2006

The 2006 Brazilian National Championship was held from April 21st to 24th at the São Paulo Country Club, on the Guarapiranga Lake. 18 boats started and 15 completed the 6 regattas, held in a great variety of winds, beautiful weather and great competition.

The Guarapiranga Lake (a damn really), has risen to one of its highest levels as a result of the heavy rains we have had all summer, and makes for a beautiful sight and larger race areas. This is usually the sign for lots of boats on the water.

The first day, Friday, saw constant wind of 12 knots and gusts of more than 18 knots in a typical Northwestern warm wind that hits before the cold front from the south. As Torsten calls it this is the wet your butt wind, when you're hanging all the way out and then it's gone.

The first race took some time to get under way due to shifting winds and waves that were making it difficult for the race officers to anchor.

The front runners, made up of Claudio Bieckark, George Rider, Mario Buckup and Tommy Sumner finished within 5 seconds of each other, with Claudio Bieckark taking the win, Tommy in second and George in third.

The second regatta in similar conditions saw George starting all alone at the buoy end. Everybody was sure he would be recalled for an OCS, he was so far in front after 1 minute. Didn't happen and he controlled the race and took first, followed by Claudio and Mario.

Saturday brought on complete new conditions, with light shifty winds of 4-6 knots. Claudio used all of his experience and took two firsts and a third, wrapping up the championship. George had two seconds and Mario won the third race.

On Sunday we held the final race, and even though the top 2 positions were guaranteed, everybody went out on a beautiful day with light winds. The start defined the race, and those that squeezed in and held on to the left side of the course ended up front.

George won and Claudio took second, with Hans Ludwig coming up with a third which resulted in a long happy hour back at SPYC after the races.

John S Bennett

					N = 1	15	N = 2	15	N = 3	15	N = 4	15	N = 5	15	N = 6	15	TOTAL	TOTAL
coloc	Vela	NOME	Clube	Cat	Coloc	Pontos	Coloc	Pontos	Coloc	Pontos	6	Pontos	Coloc	Pontos	Coloc	Pontos	s/ Desc	c/1 Desc
1	14602	Claudio Bieckark Gunnar Ficher Marcelo Silva	YCSA	A	1	1	2	2	1	1	1	1	3	3	2	2	10	7
2	14893	George Reider Sidney Bloch Pedro Soares	SPYC	A	3	3	1	1	2	2	2	2	4	4	1	1	13	9
3	14378	Mário Buckup Telma Buckup Marc Buckup	YCI	A	6	6	3	3	4	4	4	4	1	1	4	4	22	16
4	14633	Caio Prado Roberto Marinelli Thais Buckup	YCI	A	5	5	6	6	11	11	3	3	2	2	5	5	32	21
5	14894	Thomas Sumner Gustvo Hrada Felipe Brito	SPYC/ YCSA	A	2	2	5	5	ocs	16	6	6	5	5	6	6	40	24
6	14845	Torsten Bojlesen Renata Bellotti Sergio Krause	SPYC	A	9	9	7	7	5	5	5	5	7	7	8	8	41	32
7	1484	Wagner Bojlesen Fabio Bojlesen Fernando Bonini	CCSP	A	4	4	4	4	3	3	11	11	11	11	ocs	16	49	33
8	14892	Hans Ludwig Jorge Soares Rafael Krauze	SPYC	A	8	8	12	12	10	10	7	7	8	8	3	3	48	36
9	11710	Jan Zacher Peter Zacher Jan Brunkhorst	YCSA	A	10	10	9	9	6	6	8	8	6	6	13	13	52	39
10	12657	Per Hornell James Semple Cesar Hirsh	SPYC	A	7	7	11	11	9	9	9	9	9	9	9	9	54	43
11	14841	Jimmy Sumner El Sumner Felipe Gil	SPYC	A	12	12	8	8	8	8	10	10	dnc	16	7	7	61	45
12	15229	John Bennett Mauro Panunzio Charles Bennett	SPYC	A	14	14	13	13	7	7	12	12	10	10	12	12	68	54
13	15152	Nelson Schmitt Cecilia Jahnel Katia Coch	SPYC	A	11	11	14	14	14	14	14	14	12	12	10	10	75	61
14	13405	Antonio Prado Thais Prado Dennis Plambeck	YCI	B	13	13	10	10	12	12	13	13	14	14	14	14	76	62
15	15264	James Birkinshaw Tiago Celestino Pedro Walter	SPYC	B	16	16	15	15	13	13	15	15	13	13	11	11	83	67

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Central New York	1	Skaneateles Country Club
Conn/Rhode Island	6	Housatonic Boat Club
Metropolitan	16	Paupack
Ohio	23	Indian Lake Yacht Club
Michigan	31	Devils Lake Yacht Club
Central Atlantic	34	Metedeconk River Yacht Club
Texas	35	Dallas Corinthian Sailing Club
Ohio	36	Pymatuning
Michigan	42	Western Lake Erie
Ohio	43	Buckeye Lake Yacht Club
Dixie	50	Potomac River Sailing Assoc
Michigan	51	Crescent Sail Yacht Club
Michigan	53	Lake Fenton Sailing Club
Michigan	54	Pontiac Yacht Club
Southern	62	Southern Yacht Club
Midwest	69	Milwaukee Yacht Club
Metropolitan	70	Red Bank of the Shrewsbury
Columbia	73	Club Nautico Del Muna
Mississippi Valley	74	Decatur
Central New York	77	Newport Yacht Club
Michigan	110	Higgins Lake
Midwest	112	Green Bay Sailing Club
New England	121	Merrimack River
Conn/Rhode Island	129	Madison Beach Yacht Club
Southern	135	Mobile Bay
New England	145	Spofford Lake
Lake Erie	146	Toronto Bay
Brazil	147	Sao Paulo
Ohio	150	Mansfield Sailing Club
New England	151	Annisquan Yacht Club
Indiana	154	Wawasee Yacht Club
Finland	166	Helsinki
Switzerland	169	Lac de Neuchatel
Long Island	178	Great South Bay
Midwest	187	Sheboygan
Dixie	192	Lower Susquehanna
California	194	Mission Bay Yacht Club
Michigan	204	Macatawa Bay Yacht Club
Michigan	216	Saginaw Bay

Florida	226	Biscayne Bay
Central Atlantic	228	Riverton Yacht Club
Dixie	253	Susquehanna Yacht Club
Southeastern	257	Clarks Hill
Mississippi	266	Carlyle Sailing Association
Indiana	270	Silver Fox Squadron/Indianapolis
New England	273	Massabesic Yacht Club
Mississippi Valley	274	Delta Sailing Association
New England	301	Lake Champlain
Ohio	303	Cowan Lake Sailing Association
Dixie	325	Rehoboth Bay Sailing Assoc
Finland	328	Jyvaskyla
Dixie	329	Severn Sailing Association
New England	332	Squan Lake
Central New York	338	Galway Lake
California	372	San Francisco Bay
Michigan	387	Lansing Sailing Club
Southern	388	Jackson Yacht Club
Brazil	401	Guanabara
Southeastern	415	Lake Norman
Midwest	442	Fond du Lac/Winnebago
Ecuador	447	Club Nautico San Pablo
Finland	456	Tuusulanjarvi
Brazil	462	Guarapiranga Lake
Central New York	484	Ithaca
Mississippi Valley	486	Valley Sailing
US@Large	488	Rocky Mountain
Central Atlantic	491	Lake Nockamixon
Columbia	501	Club Nautico El Portillo
Florida	502	The Suncoast Fleet
Long Island	506	Orient Yacht Club
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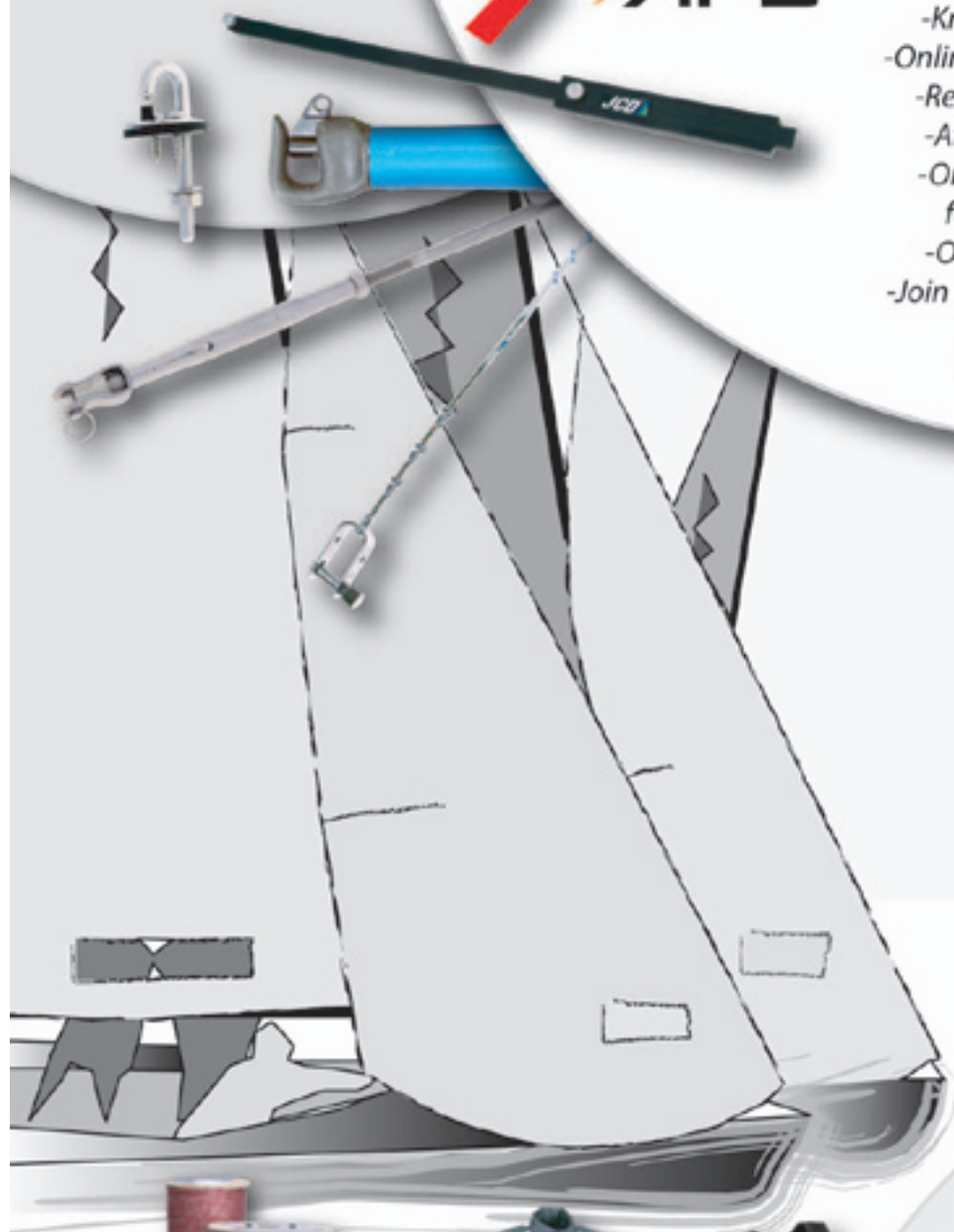
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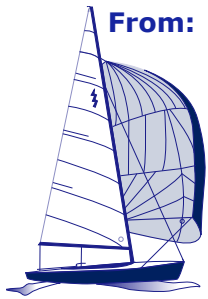


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gpkssails@aol.com (NC)

**14023 Nickels.** 2 suits of sails, covers and trailer. Excellent condition. Off white. \$6,000. Ken Irwin 513-761-5977, kirwin@cinci.rr.com (OH)

**13372 Lippincott.** Sails, cover, trailer. Some work needed. 760 lbs. Great learning boat. \$2,000 Steve Little 607-592-2201, (w) 607-277-1358 (h) SEL2@Cornell.edu (NY)

**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)

**13029.** SS board, new mast & boom, cover, 2 suits of sails, trailer, good condition. \$2,150 Andy Patterson 541-891-8154 p5111@charter.net (OR)

**11599.** Single owner, very fast, race ready, blue hull, white deck, teak floor boards, mahogany trim, ss centerboard, Helms built. Race rigged with Harken blocks. Includes trailer, sails (m,j,s), padded hiking straps, rudder cover, FabriCraft full deck cockpit cover, top and bottom trailer covers, plus Fisher racing Main and Jib (rolled). Fresh water. Dry sailed, garaged in winter, well maintained. \$2500. Sage Cutler 859-734-3851 (w) 859-734-3851 (h) sage.cutler@adelphia.net (PA)

**11508 Allen.** Updated w/ oval spars, Shore M&J, Scott-Spinnaker, all like new; 2-back-up Shore M&J. Fighting Lady Yellow, Allen trailer. Full deck and trailing covers. Fast boat, AYC club winner. \$2000 Stephen Jolly 216-750-6906 (w) 330-263-1523 (h) Jollymom56@sssn.net (OH)

**11331 Allen.** Hull and trailer only. Hull completely stripped. No spars, hardware or blades. Trailer is the best part...and it aint nuttin to write home to mom about... certainly a project boat...if you have a older heavy boat and want a light weight hull... this might be the answer! Lets say \$100 and it all yours! Mark Gardner 802.318.6479 (w) 802.862.4234 (h) Mark@TheGardnerFamily.net (VT)

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

**10494 Lippincott.** 2 jibs, 2 mains, 3 spinnakers, anchor, Sealion 1982, galvanized trailer. \$2,900 Jim Gill 215-368-9600 X 616 (w), 215-723-9662 (h) gillijg@comcast.net (PA)

**10368 Mobjack.** Sails, dry hull, trailer, new blocks and lines. \$2,000 Also, 7098 Woody. G. Penny 973-744-4724 gpenny@elisabethmorrow.org (NJ)

**9703 Lippincott.** Fiberglass red hull, white deck, new steel board, alum. Spars, trailer, sails. \$2,500 Wil Langdon 860-536-2130 willangdon@msn.com (CT)

**7216.** Wood lightning sailed since 1955 on fresh water. Needs Maintenance type work for season. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. on yard cradle. Trailer and 3.5 hp motor available. \$2500 Bill Dever 518 374 8532 (h) deverwd@localnet.com (NY)

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

### 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 email 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.