



International Lightning Boat-Grant Program Marks its Third Year

Amy Smith-Linton

Not just a charm—the International Lightning Class Association (ILCA) is proud to present its third group of Boat Grant Recipients.

The ILCA Boat-Grant program includes a Lightning with trailer, new sails, insurance, fee supplements and support from an established Lightning sailing mentor. The program provides young sailors—students or those just beginning their working careers who can't afford to buy and campaign a competitive three-person dinghy like the Lightning—with all they need to sail against some of the best racers in the world.

In 2008, "All five Boat-Grant teams competed at the North Americans and the 70th Anniversary Regatta this summer," reports Debbie Probst, who is the Co-Chair of the Boat-Grant committee. "And four went to the Atlantic Coast Championships. It's great to see a crowd of young sailors racing full-on with national and world champions at these events."

The Boat-Grant program started in 2007 when Lightning Class volunteers Allan Terhune and Bill Fastiggi proposed a bold strategy for attracting and retaining young sailors to the Class. Why not, they asked, give a young team of sailors a boat for a season? Fastiggi and Terhune were awarded U.S. Sailing's One-Design Leadership Award in 2007 for their efforts.

The program started modestly, with a single boat, but quickly grew to four boats in the first year. By the second year, the Lightning Class had five racing boats and a "developmental" boat designated for local racing. Both Nickels Boat Works and Allen Boat Company provided the use of a new boat for the 2008 and the 2009 seasons, while two recent-vintage Lightnings were donated outright to the ILCA for use in the Boat Grant Program. North Sails, Quantum Sails, Vermont Sailing Partners and members of the Class have all generously donated new sails and gear.

"Individual donations have been really amazing," said Class President Brian Hayes. "Not just gear and parts, but dollars and hours of work. In 2008 we were able to establish a Colin Park Memorial boat as well as a Bruce Goldsmith Memorial Boat. It's kind of like the future of the Class is connected directly to the Lightning's history."

After a tough review process, the nineteen applicants for the coveted Lightning Boat Grant spots have been narrowed down and finalized. Five talented and promising young teams will receive high-quality boats and equipment, reimbursement for certain travel expenses and priceless advice from their assigned mentors.

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The Boat Grant Selection Team is happy to announce the 2009 Boat Grant Recipients:

- **Graham Leonard:** Henderson Harbor Yacht Club
ILCA Mentor: Jack Jones
- **Jessica Lombard:** Royal St. Lawrence Yacht Club
ILCA Mentors: Mike and Valerie Holly
- **James Morton:** Orient Yacht Club
ILCA Mentor: George Koch
- **Dan Thompson:** Annapolis and Sodus Point
ILCA Mentor: Mike Healy
- **Ainsley Thomson:** Annapolis and Rochester
ILCA Mentor: Alan McReynolds

—continued on page 3



President's Column

Brian Hayes, Sr.

Right before I headed for the Circuit this year I received in the mail a letter from the Connecticut State Judicial Board. "What could this be?" I asked myself, "A summons? Am I being sued?" The letter began, "Dear Juror, you have been blah, blah, blah..." Dang it. Jury duty! Twenty-five years after my first stint in fulfilling my civic duty I had been called upon again to right the world's wrongs!! I know of few people who embrace being called for jury duty. Oh, there are a few of you, but (just between rest of us) you're wacky! Regardless, on April 21, 2009 I trudged up the steps of the Derby Superior Federal Courthouse (or whatever it's called) and plopped down in a fairly uncomfortable chair for a eight-hour stint. Truth is, it wasn't so bad. I was in a jury pool (the one that wasn't dismissed at 11:00 AM!) for a civil trial. We sat in the court room, got instructions from the judge on the procedures, listened to the lawyers a bit, then back into the jury room to await the "selection process" (they have a fancy French name for it, but it still amounts to sitting around waiting for your name to be called). Turns out I never got "in the box." Questioning of other jurors dragged on, and at 4:30 the clerk came in and told the rest of us (only about five of us left by now) that they weren't going to get to us and we were free to go.

"Now Brian," you may ask, "what in the world does your jury duty stint have to do with Lightning sailing, regattas or the ILCA?" Well, nothing...and everything. As I sat in the jury room watching Judge Judy on TV (really, that is what was on most of the day—the irony!), I thought about the process. The judicial system here is driven largely by the fact that decisions are made by a jury of our peers. Ordinary folks, like you and me, make the decisions that keep

our laws intact and pertinent. It is a form of volunteering (albeit a bit forced) to keep the system moving and keep it fair. When I walked in the courtroom my thoughts were,

"Don't pick me. Not me. Look at that guy. He's your guy. That lady looks like she'd be good for your case." By the time I left I was thinking differently. "Why not me? I can be fair and impartial. I want to see the right thing being done. I'm smarter than that guy. I can make a difference."



Which leads me to the ILCA. We have a great group of talented, smart people who sail and race our boat. We all love to do it. Go to regattas, party a bit. Laugh a lot. Admire the work of the folks who organize the Boat Grant or the NAs or the Southern Circuit. We are amazed that the same couple keep hosting our fleet party or annual regatta seemingly tirelessly. This is my thought for you for this

month. We have a lot of great volunteers who help move the ILCA from the Executive Committee to the sailor who takes that last bag of trash out at the end of the fleet/regatta party. I know how hard it is to find the time to donate to a volunteer organization (trust me—I REALLY know how hard it is!!) This year try to find that bit of extra time year to step up and volunteer and support Lightning sailing, whether it be for a Governing Board position starting this fall or as a Fleet or District officer or as the guy or gal who helps out by running the fleet party this year. Find something you're passionate about within our organization, put your hand up and say, "I'd like to help with that." After all, why not you? You can be fair and impartial (and fun). You want to see the right thing being done. You're smarter than (most) of those guys and, for sure, you can make a difference.

2010 Southern Circuit Dates

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

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

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

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

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

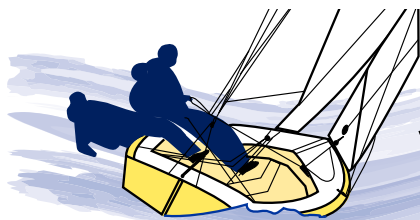
International Lightning Class Association

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2009 Boat Grant Recipients



Graham Leonard: Henderson Harbor Yacht Club
ILCA Mentor: Jack Jones

Graham and his team grew up sailing Lightnings. His parents bought him an old Lippencott when he was fifteen. He eventually sold it and bought a competitive Laser where he has developed his racing skills. Graham, an '08 SUNY Albany grad, currently serves in Buffalo, New York, with AmeriCorps VISTA combating poverty. With plans to attend law school in 2010, he has an impressive history promoting and growing sailing in the Henderson Harbor area.

Graham's crew:



Eliza Pope-Collins, 20, is a Junior at Smith College in Northampton, Massachusetts, where she studies Government and French. She just recently completed an internship in Washington DC at the National Women's Health Network.



Andrew Leonard, 19, is finishing his second year at Jefferson Community College where he studies Art and Design. He plans to attend Buffalo State College and attain a BA. Andrew has restored two classic cars and currently plays and records in a local band.



Stephanie Boucher



Jessica Lombard:
Royal St. Lawrence Yacht Club
ILCA Mentors: Mike and Valerie Holly



Caroline Trottier

Jessica Lombard and her all-female crew of **Stephanie Boucher** and **Caroline Trottier** are motivated to be the best-prepared team on the race course. They will build their skills racing with a powerful local group of Lightning sailors, including Peter Hall, Jamie Allen, Jay Deakin and Mike Holly. In addition to weekly fleet racing and the Canadian Open Championship, Jessica plans to race in the US at the ACCs and North American Championship. Coaching in the Montreal area has given her the experience to know the benefits and balance of on-water training, fitness and mental preparation. Keep your eyes to the North—Jessica's influence coupled with the spark from the 2008 Lightning Junior Worlds (held in Montreal) should ignite some new interest from the youth in this area!



James Morton

James Morton: Orient Yacht Club
ILCA Mentor: George Koch

Currently attending Union College in Schenectady, New York, **James Morton** has spent quite a few summers making his rounds of the Orient Yacht Club Lightning Fleet. Whether it be as steady crew or stand-in skipper, his enthusiasm has overflowed into club's junior sailors. James is really looking forward to skippering a top quality racing boat and enthusiastically wants to attend every regatta he can. Kyle Fast and Jay Greenfield will crew for James.

They all have impressive racing resumes. With a goal to compete in the North Americans, this team should be a common sight, especially in the Long Island and Connecticut /Rhode Island Districts, as well as other "big" regattas like the ACCs.



Jay Greenfield



Dan Thompson

Dan Thompson: Annapolis and Sodus Point
ILCA Mentor: Mike Healy

As the assistant sailing coach with one of the top sailing schools in the country, **Dan Thompson** knows the dedication and preparation necessary for sailing success. In his case, Dan's goals are not purely results-driven: he wants to find a class to settle into. We are confident he will find the dedicated, friendly and competitive atmosphere of the Lightning Class to be amongst the best!

Dan's crew will include Austin Kana ('09), Josh Parks ('09) and James Landi ('08). Dan and his crew are all four-year members of the Hobart and William Smith sailing team.



Linnhe Thomson



Alan McReynolds

Ainsley Thomson: Annapolis and Rochester
ILCA Mentor: Alan McReynolds

Ainsley Thomson is an active high school sailor, participating in both fall and spring series. She is also a US Sailing Level 1 sailing instructor. Through high school sailing and being an instructor, she has a list of more than a dozen experienced 420, Laser, J22 & J24 sailors that will serve as crew, some of whom have also sailed Lightnings with her. Ainsley's primary crew will be her sister Linnhe (16) who has been sailing since she was eight.

As a graduating high school senior, Ainsley's list of quality references only seemed to be outdone by her list of potential crew. With the enthusiasm she has shown for furthering her sailing career, we can only expect that a new crop of Lightning sailors will be coming from upstate New York!

Ainsley has an ambitious schedule of over a dozen regattas than she would like to attend. You'll find her in the Annapolis during the spring and fall events and in Central New York in the heart of summer.



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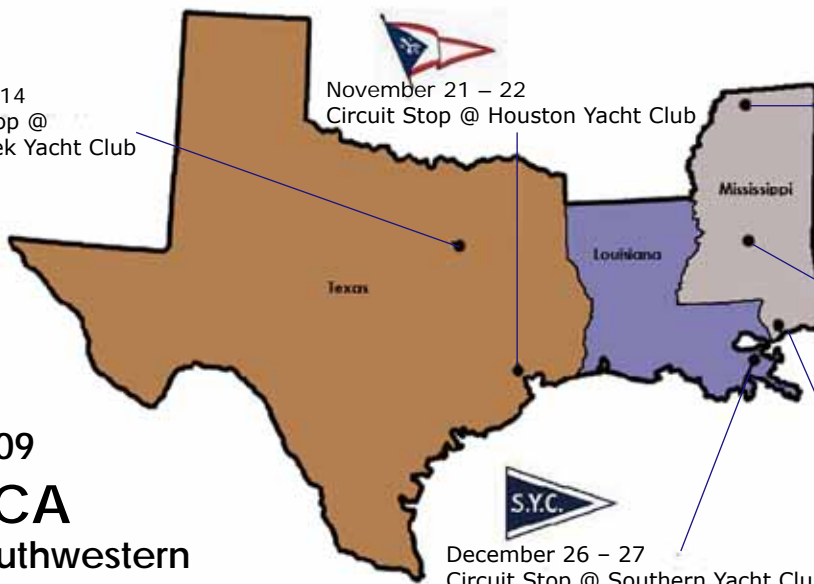
June 13 – 14
Circuit Stop @
Rush Creek Yacht Club



November 21 – 22
Circuit Stop @ Houston Yacht Club



May 16 – 17
Circuit Stop @
Delta Sailing Association



October 10 – 11
Circuit Stop @
Jackson Yacht Club



December 26 – 27
Circuit Stop @ Southern Yacht Club



May 2 – 3
Circuit Stop @
Bay-Waverland Yacht Club



**2009
ILCA
Southwestern
Lightning Circuit**

International Lightning Class Association Unveils International Fleet Development Initiative

Amy Smith-Linton

Many one-design classes are bemoaning the dramatic decrease in activity due to the economic downturn, but for the International Lightning Class Association (ILCA), the situation has spurred the class to action. "The Lightning class has two main builders. Boat orders are down and it would be all too easy to foresee that one or both of them might not weather the economic storm," according to John Faus, Treasurer of the ILCA. ILCA Executive Board Fifth Member Victor Lobos of Concepcion, Chile, agrees, "Without boat-builders, even a vital class like the Lightning could fade into history."

But can a class association save not one but two businesses? The short answer: maybe, if they can help generate new boat orders. Moving with unprecedented alacrity, the ILCA Executive Board has approved a new program to encourage development of fleets outside of the U.S. and Canada. The program will offer assistance for overseas shipment of new and nearly new Lightnings in the form of advice, boat "matchmaking," and funding to defray shipping costs. "I think everyone is concerned about what will happen in the next couple of months," said class Secretary Rob Ruhlman. "It's probably better to take action sooner rather than later."

"John Faus and Victor Lobos are continuing our class's creative spirit with their idea of the International Fleet Development Program," said ILCA President Brian Hayes. "While we're very fortunate to have many quality builders producing Lightnings around the globe, the road block of shipping costs associated with exporting and importing boats has curbed the enthusiasm in many countries to build fleets and youth programs. We are hopeful that this program will provide a spark to our international fleets to upgrade their current boats and perhaps create an opportunity for new fleets to be developed throughout the world."

On opposite sides of the equator, Faus and Lobos both recognized the danger facing the Lightning Class. They brainstormed via Facebook, e-mail and "good old-fashioned cell phone," and the idea took shape as a low-risk gamble. "The Class has had amazing success with the Boat Grant Program in North America," explained Lobos. "So we hoped they might be open to another innovative idea on a broader scale." The innovative Boat Grant Program provides race-ready Lightnings for young sailors to campaign for a season free of charge.

"Victor knew he had several potential boat-owners lined up in Chile who just needed a little encouragement to get the ball rolling on a boat order," said Faus. "And we've touched base with fleets in Mexico, Ecuador, Colombia, Nigeria. We have high hopes for the program."

"We have active fleets in Africa, Finland, Italy, Switzerland, Argentina, Brazil, Colombia, Ecuador, Ireland, Chile, Greece, and all over North America," said Steve Davis of the ILCA International Growth Committee. "And with the Pan Am Games coming up in 2011 in Guadalajara, Mexico, as well as the Worlds in 2011 in Buzios, Brazil, it's important that we keep good competitive boats circulating outside the U.S."

A three-person skiff designed by Sparks & Stephens in 1938, the International Lightning has a venerable history with the Pan American Games and U.S. Sailing Ladder Championships. The ILCA World Championships, held alternating years, will take place this coming September on Lake Champlain in Vermont.

Program Specifics

In order to encourage the production of new Lightnings, the ILCA is offering incentives to get competitive boats to its international fleets, as well as advice and funding to make shipping boats via container easier and more affordable. The program will be in effect on a trial basis for the first four full containers, and the offer will continue only through 2010.

The rules are simple: to qualify for the incentive program, a fleet (or individual) must import at least four Lightnings in a container from North America. The Lightnings must be new or nearly new, and the shipment must generate at least two new boat orders—either directly as boats to be shipped, or indirectly as boats to replace those shipped abroad. The subsidy per container is \$2,500. The administrative committee must approve of the shipment and will be available to help manage the logistics of shipment, the selection of boats, and facilitate communication between buyer and seller.

For further information, please contact:

Victor Lobos, Chile (valobos@lobosarq.cl) or 56-41 274-9350)

John Faus (johnfaus@yahoo.com)

Steve Davis, (sdavis7625@gmail.com), or

ILCA office (SKYPE: ILCAoffice, office@lightningclass.org, ph: 303-325-5886) or visit

ILCA website at <http://www.lightningclass.org>.

Buyers in Chile are looking for boats in the \$11,000-\$15,000 range. Contact Victor Lobos valobos@lobosarq.cl if you have a boat for sale and are going to purchase a new boat.

International Fleet Development Program

To: ILCA Fund Board (Bill Fastiggi, David Starck, Todd Wake, John Bennett, Matt Burrridge)
From: ILCA Executive Committee
Re: 2009 ILCA – International Fleet Development Program
Date: Approved 14 April 2009

Plan summary:

At the March 2009 Winter meeting the ILCA Governing Board was tasked by the Executive Committee to come forward with creative ideas to: a) increase our international presence and b) present opportunities to keep our current builders viable. Due to the current economic situation our builders have found new orders exceedingly difficult to “find” and, as a class, there was a strong concern regarding their ability to continue to produce Lightnings. This plan is one presented by ILCA Treasurer John Faus and Executive Committee Member Victor Lobos as a possible low-risk financial opportunity for the class to expand international interest in our class while providing a secondary opportunity for our builders to “flip” current owners into new boats by creating a new and fresh secondary used boat market for current owners.

Objectives:

- Help create opportunities to continue production of new Lightnings.
- Create incentives to get competitive boats into the hands of our international fleets.
- Make the process of shipping boats overseas easier and more affordable.

Funding:

- The ILCA will help subsidize the shipment of containers overseas containing new or nearly new Lightnings. “Overseas” will include Mexico. “Nearly new” = Hull from 1999 or newer.
- 4-container limit @ 2,500 per container.
- \$10,000 maximum expense from the ILCA Fund. (Funds available through 2010).
- Each container shipped must generate at least 2 new boat orders – (either direct new boat purchases or a used boat purchase whose owner will purchase new).
- In the event that this program is wildly successful, the committee may come back to the ILCA Fund to continue the program for a set period of time.

Committee:

A committee will be established to help with the logistics of sending boats overseas.

This committee will approve the containers based on a first-come, first-served basis (which will then be approved by the Executive Committee) and act as the Class liaison. The committee will be charged to find/locate people that would sell a used boat with the intention of purchasing a new boat. Upon an agreement to move forward with this proposal, the committee will work with all available international contacts, including but not limited to the following potentially interested parties: Victor Lobos, Juan Santos, Kimmo Aromma, Gustavo Tamayo, Ian Edwards and sailing federations in growth areas (Chile, Mexico, etc.).

The following are the committee’s tasks:

1. Advice on matching a new/used boat to a potential buyer.
2. Finding quality used boats from sellers looking to order a new boat.
3. Provide email/phone contact info—so the buyer/seller can work out the details of the purchase.
4. If possible, provide an evaluation of the boats condition, sort of like a checklist that would prevent getting biased info on the boat.
5. Provide list of possible companies that could consolidate the boats inside the containers.
6. Provide guidelines for tying the boats inside the container.
7. Coordinate transport from the boats point of origin to the consolidators warehouse. (Be it for free or paid by the buyer)
8. Contact and ask local Class members to help in the arrival of the boats.

The following are the local representatives tasks:

1. Provide list of local customs facilitators.
2. Provide list of shipping lines.
3. Put together the group of people importing a boat. (need 4 boats per container)
4. Market the idea among the countries sailing community (spread the word around)

Committee:

Co-Chairs: John Faus, Victor Lobos, Steve Davis
Tom Starck
Ryan Flack
Tom Allen
Ian Edwards

Consulting members:
Tom Allen – Allen Boat Company
Hugh Armbruster – Nickels Boat Works
Ryan Flack – Nickels Boat Works

Respectfully,
Victor Lobos, John Faus



Lightning Family News

Welcome New Member—Steve Chavez

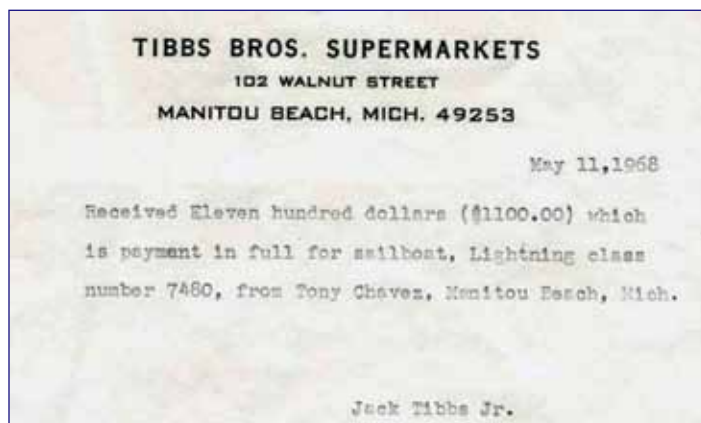


With the purchase of #14618 and the joining of Pontiac Yacht Club, I'm returning to the Lightning Class after a very long hiatus. So my story is a little more colorful than most, and a little longer than two paragraphs.

My first ride in a Lightning was absolutely terrifying. I was six years old, a fourth crew for my father (the others being two thrill-seeking teenage boys, neighbors from across the street). We were sailing our first Lightning, a white-hulled #7480, purchased from Jack Tibbs. It was May 11, 1968. I know the date because when I called and ask my father for details about buying our first Lightning, he responded with the original receipt that Jack Tibbs provided—an amazing piece to my personal Lightning story.

Back to the terrifying part. The plan was to sail #7480 from the Tibbs' dock to ours, a trip that would cover about half the length of Devil's Lake, home then and now to Fleet #31. As best I can remember, things started out well enough. But pretty soon it started blowing. Hard. I started to unravel, and dad, not sure what to do with me and with his own hands pretty full at the time, decided to stick me underneath the deck, up in the bow. This odd vantage point, among the spare life jackets, a paddle and spinnaker pole, bore fruit when it comes to two very interesting details which I've not forgotten to this day: from my assigned station, I could see quite clearly that the old, wooden tiller on #7480 bent like a archery bow under extreme weather helm. And it was first time, as a young boy, I saw fear in my dad's eyes. What a ride.

We didn't race #7480, but Dad crewed quite often in Fleet #31 races and found himself "volunteered" as the official Fleet #31 photographer one summer. I haven't been to DLYC in many years, but from what I hear, his well-crafted black and white photographs of Fleet #31 in action still hang on the walls of the club to this day.



Like all sailboats, at one point #7480 was sold and a Sunfish bought so I would have more of a chance to sail on my own. Then, in the mid-seventies we moved south, to Indianapolis, minus the Sunfish (I don't actually remember what happened to the Sunfish) and joined the Indianapolis Sailing Club. Dad quickly tracked down our next Lightning, #11531, in central Ohio. This boat was an early fiberglass Allen, white deck, deep blue hull. With dad at the helm and my younger sister and I as crew, we raced this boat extensively on Geist Reservoir and around the district. In our last season at Geist before we moved once again (this time back to my father's home state of California), dad and I split time as skipper. Those fleet races I did at the helm absolutely thrilled my younger sister.

On the West Coast I sailed at the inter-collegiate level for a couple of seasons and did a fair amount of crewing on bigger boats. This direction in my sailing life built to owning an Ericson 33, which I raced on occasion.

Now, many years later, a turn in my advertising career path has brought my wife and me back to the Midwest, this time in the Detroit area, from Southern California. Like a migrating bird coming home, it seemed like I found the local Lightning fleet, #54, and its resident sage, Bob Mathers, on instinct. Bob quickly found a boat that suited our needs, #14618, and a deal was struck late last year. Bob says it's white, I say it's a very faint blue.

So my life with the great Lightning Class has come full circle, and once again somebody in the Chavez family owns one. We plan to do a lot of learning and little bit of racing this summer. My wife is new to the sport but very excited to learn. We hope to have #14618 in the water in the next couple of weeks. We'll then find out what we have and what I can remember about making this terrific, terrific boat go.



Dad, my younger sister Laura and I posing for the ILCA yearbook photo as 1977 #270 champions (get a load of that hair—yikes!)

Ocean City Fleet Boat Grant Program

Once upon a time, there were two boys named Chappy and Gidge (aka Mr. Pinky) who loved to sail. They sailed every chance they could, forming a close and lasting friendship. Fast forward to the present...

The Ocean City Yacht Club Fleet 430, Ocean City, New Jersey, sponsors a Junior Sailing Program so that other youths can learn the same love of sailing and develop life-long friendships as Chappy and Gidge did at a young age and as did both their fathers who were Lightning Sailors. Over the years, members have donated their own Lightnings for use in the program.

During the winter, the possibility of purchasing a Lightning that would be dedicated to the sailing program was discussed. Chappy and Gidge located a Lightning to purchase from Nickels Boat Works and embarked on a fund-raising program. Letters were sent out to members asking for donations to make this dream a reality. In less than three months, almost the total amount needed for the purchase of a Lightning for the Junior Sailing Program has been raised. The response from fellow sailors has been gratifying to say the least.

The goal is take possession of the Lightning at the Pymatuning regatta. Therefore, they are in the final push to reach their goal.

An additional part of this program will help Fleet 430 to grow. At the end of the sailing program, the Lightning will be sold with the stipulation that it be sailed out of Ocean City Yacht Club Fleet 430. The money from the sale of the Lightning will be used to purchase another Lightning for next year's sailing program. The intent is to continue in this manner to increase the size of the fleet. With this addition to the sailing program, Fleet 430 will be a force for many years to come.

Welcome New Member Jackson Garrick Holton



Jackson Garrick Holton, born April 2, 2009. He is the first child of Brandon Holton, who used to own hull 11456.

The membership was purchased by grandfather Jerry Holton, Jr.

I began sailing on a Lightning when I was about seven in an old woody that had cotton sails and double reef points on the main. I was hooked!! I have been sailing ever since and started Brandon when he was six or seven.

I raced in Green Bay, Davenport, Iowa, and any other place I could get on a crew. Brandon and I love to sail together, and I know that Jackson will be raised knowing how to sail. I just wanted to make sure he got hooked up with the best class out there.

From day sailing to racing, the Lightning has it all. Brandon will be purchasing another Lightning as soon as Jackson gets a bit older. I look forward to day sailing and racing with my son and grandson on the new boat.

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California Lightning Circuit 2009

Steve Davis

*All the leaves are brown, and the sky is grey.
I've been for a walk, on a winter's day.
I'd be safe and warm, if I was in L.A.
California dreamin', on such a winter's day.*



When Tom Allen Jr. called and indicated an interest in sailing this event, I was easily convinced. Of course, I have yet to meet a regatta I didn't like.

Yes, I did sail the Southern Circuit. Yes, I did drive back to Denver and left the next day for California. Yes, there was a blizzard on Vail Pass and throughout Utah. Who wouldn't want to do this!?

I picked up Junior at the airport and took him straight to West Marine. Tom wouldn't be comfortable if he wasn't working on a boat, and my father-in-law's Harbor 20 in Newport Beach needed some repair. After we replaced the outhaul and various control lines, we took the boat out for a test drive. Up the harbor and with good breeze, we found a few other Harbor 20s, and the informal race was on. Shore-tacking up the bay and maneuvering around the moored boats, we held off the locals who were out practicing for an upcoming Team Race event. On the downwind run back to the house, we conversed with the other team and were surprised to learn she had been a Lightning sailor from Annapolis!

Coronado Yacht Club. Warm and sunny weather greeted us, and the winter weather in Denver and Buffalo seemed like a distant memory. Lightning stalwarts team Jerry Neuberger, John DeBenedetti and Rick Bernstein had made the trip to California, and we were all happy about it. We shared the boatyard with 25 high school 29er teams that were being coached by Leandro Spina with US Sailing. It was a busy place.

That didn't stop Team Coppens—Jeff C., Jim Sears and Rick Bernstein—from enjoying that California laid-back lifestyle with some breakfast burritos on the dock. While the rest of us sailed out to the race course and checked out all the Navy ships, Team Coppens continued to relax on shore. Well, they missed the start and took a big lead for the "Bowling Trophy" that is awarded annually to the team that commits the biggest/most gaffes of the Circuit. Mike Poltorak and Scott Finkboner were very fast to the weather mark on the triangle course. We slipped by Scott at the jibe mark and finished 2nd while Mike went on to win Race 1.

Tom and I were two-handing the boat and all was well so far. Then, the wind came up to 20 knots—so much for the gentle breezes of California—and our teamwork got a bit more interesting, especially on the triangle courses. The rest of the day the fleet chased Team Coppens around the race course. With spinnaker and jib screaming reaches and dodging the 29er teams (Larry Colantuono got t-boned), it was surprisingly windy fun.

On Day 2, the wind lightened and Tom and I were able to get around the course quickly. Team Coppens was busy bumping into boats and doing turns. They did recover, passed boats and stayed in the hunt for the Circuit.

Marathon

This is the signature event of the California Circuit. The Marathon is seventeen miles of shore tacking, running aground, reaching, planing, trying to find the marks, looking for breeze around Pt. Loma, dodging the kelp fields and avoiding the US Naval Fleet. From the start, Team Poltorak was leading the charge up the left side and staying tight to the shore. Team Finkboner was close behind and is always a concern due to his knowledge of these waters. True to form, Team Coppens had gotten involved in penalty turns at the start and was deep. They took the right shore, and when he finally crossed the channel to join the tacking duel of ourselves and Team Poltorak and Finkboner, he was able to work the boat into a leading position. On the long reach out the harbor, we pulled ahead of Team Coppens and then caught a few waves and planed our way ahead of Team Poltorak. We were in good shape until we hit the kelp. We and Team Poltorak tried to tack around the kelp, which is very slow if you are already in it. And charging right through the middle of the kelp was Team Finkboner. How did he do that!?!? They took the lead and with their super light crew (his team of three was lighter than Tom and me!) were fast.

Skipper Tom worked the boat (but there was a lot of angst and thrashing) and ultimately were able to squeak ahead of Team Finkboner and then extend the lead. All the way to the finish we kept our eye on Team Finkboner (2nd) and Team Poltorak (3rd). It was the first California Marathon win for Tom Allen Jr.

Mission Bay

All week we tried to find a third crew and finally found Angela, a nine-year-old from Denver who was in San Diego for her brother's lacrosse tournament. She was a novice, but we wanted her and the parents were looking for some time off. Junior knew what to do. He purchased the right sandwich—turkey, no bread, chips-Doritos, and cookies-Oreos, and we had a happy crewmate.

It was a perfect Mission Bay offshore sailing day. Winds were eight knots, seas were flat, the sun was out and it was beautiful. Boat speed was key and we were fast. Team Coppens was determined but every race they were restarting or tangled up with someone and doing turns. Once again, they fought their way through the fleet time after time. For the day, Team Allen (they started to refer to me as Steve Allen) had 1-3-1, Team Coppens had 2-1-3 and Team Poltorak had 3-2-2.

On the last day in the Mission Bay harbor it blew hard from the south. Angela had opted for Knott's Berry Farm, and it was back to the Allen/Davis duo. There were lots of shifts and changes in pressure across the course. In five races, there were four different race winners. Fortunately, we won the first two races. It seemed like we had sailed twenty legs up and down the harbor, and we were tired. Team Coppens layed an egg on the next race, and we stayed close enough to them the rest of the races to win the series. Jerry Neuberger got launched on the last race and won it going away.

It was good fun at the trophy presentation to see the names of Tom Allen Senior and Tom Allen Junior from the 1980s. It had been a long time since one of the Allen clan had attended the California Circuit, and Skipper Tom swept the event this year.

In a show of sportsmanship, the "Bowling Trophy," the pride of gaffes, was a toss-up and had to be voted on by the participants. Team Coppens had in its favor the breakfast burrito incident and numerous unfavorable encounters of the 720 and fiberglass crunching variety. Team Johnson had in its favor a nice capsized at Coronado, a very disgruntled bride and disclosed that he had hit everybody that week. The crowd went for age over beauty, and Kirk Johnson is the 2009 California Circuit Bowling Trophy recipient.

Skipper/crew	Coronado Series	Total CYC	Marathon	Mission Bay Series	MBYC Series
Tommy Allen / Steve Davis	2-2-2-1-1	8	1	1-(3)-1-1-1-2-2-3	11
Jeff Coppens / Jim Sears / Rick Bernstein	8-1-1-2-2	14	4	2-1-3-3-2-(11)-1-2	14
Michael Poltorak / John Lyon / Moni Lampe	1-6-4-8-6	25	3	3-2-2-(5)-4-1-4-4	20
Jane Engelman / Rose Eberhardt					
Scott Finkboner / Jamie Hoffmann / Greg Tondreau	3-5-3-5-3	19	2	4-(7)-4-7-5-3-5-7	35
Jerry Neuberger / Sandy Neuberger / Dan Burton	5-3-5-4-5	22	6	5-5-8-2-3-(11)-6-1	30
Peter Colantuono / Dylan House / Tyler Caroe	6-4-6-3-4	23	5	7-4-(11)-9-8-7-7-5	47
Ken Kolk					
Kirk Johnson / Cesar Romero / Keith Nuthall	4-8-12-9-11	44	7	8-10-7-8-(11)-11-11-11	66
John DeBenedetti / Edna Johnson					
Dan Gravatt / Donna Collins / Lana Grauer	7-7-8-10-7	39	8	(10)-8-5-6-7-4-8-8	46
Larry Schmitz / Tim Schmitz / Ashley Schmita	12-12-12-6-8	50	RAF	6 -(9)-9-4-6-5-3 6	39
Greg Anderson					
Dale Bull / Carolyn Edwards / John DeBenedetti	12-12-7-11-10	52	RAF	9-6-(10)-10-9-6-9-9	58
Bob Ruane					
Dale Caroe	9-9-12-7-9	46			

California Circuit Champions



Circuit Champions—Tom Allen Jr and Steve Davis



2nd Place—Jim Sears, Jeff Coppens & Rick Bernstein



*South Bay Winners
Tom Allen, Jr and Steve Davis*



*Marathon Winners Tom Allen Jr and Steve Davis
with the perpetual trophy*



*Top Three in the California Circuit
John Lyon, Mike Poltorak, Tom Allen, Steve Davis
Jeff Coppens, Jim Sears Rick Bernstein*



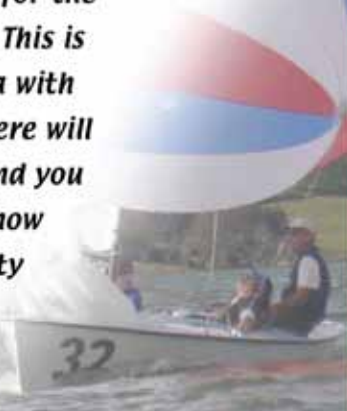
*Sandy Neuburger won the trophy that
goes to the highest placing woman
who sails every race*

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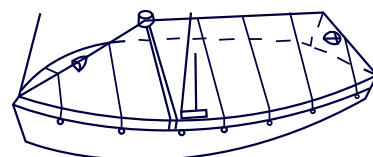
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2009 Florida Districts Edison Sailing Center, Ft. Myers, Florida

Steve Hayden

'Welcome back to the Florida District' is exactly what the sailors in Florida provided me and my team! The Edison Sailing Center group put on a great regatta with super conditions, sunny, mid 70s, nice breeze 10-15, bratwurst at the finish line...yes; Steve Olive was manning the grill just upwind from the finish line and tossing out brats for lunch. It made for even more incentive up the final beat, sail until you are headed or can't smell the brats, then it's time to tack. Very nice.



It was great to get back out for a district regatta again. I have taken some time off from regular racing and focused on our young family. This year my son, Jeffrey, began to show some real interest in racing, so we made some effort to get out on the water a few times. Fortunately, we were able to get my very good friend, buddy, brother, Barr Batzer, to team up with us for the weekend. Barr and I have sailed together a couple times over the years, many years, but not in the last year or so. He and his wife, Suzy, have also taken some time off from sailing to focus on the gift God has given them in two-year-old old Noah Batzer. We all needed to get together again, and it all worked out for this weekend. The local sailing family of Mike and Joanna Beaver (with Jr. to arrive at any moment) helped to make this a successful event. Joanna has done a great job at being "Mrs. Everything" to the District and has therefore been re-elected to that very position, I think. Frank Atkinson enticed some college sailors to join him with some shiny stainless and maybe some cans of beer. Bill Johns brought over a team from UM, and Bill Mauk used some of the local talent to complete his team. Dave Helmick pulled himself out of his race car long enough to get his boat to town and find some of the Edison youth sailors to pit for him. And the Linton team picked up Charlie Clifton on the way through Sarasota to round out the field.

The Race Committee with PRO Mike Alexander did a super job of getting in six good races. They kept us informed by radio while keeping everyone fed with just the right amount of rest between races. The racing was close, it was exciting, and everyone seemed to have their moments. We just happened to be leading when the final buzzer went off. Jeffrey learned that is why we race the races and not just give out the trophies on Saturday morning, because anything can happen. My goal for the weekend was to try and knock the rust off me and Barr while attempting to make things fun enough so Jeffrey will want to go racing again. Well, Jeffrey wants to go again, and that's the best part of the weekend. Was it because of Uncle Barr's hootin' and laughing when we would get planning downwind? Or the tight mark roundings and close tacking upwind? Or the cockroach dance at one crazy leeward mark? Or was it the spot on your shirt with Ms. Amy? Or the hotel room the overlooked the water? Or the pool? Maybe it was the Oreos. Which-ever, I am glad Jeffrey had a great time and got to experience some of the fun that I remember from growing up in the Lightning class. Thank you to all who made him feel welcome and congratulated him on his efforts as part of the team.

We did have to change one thing on the boat. Barr and I had to stop calling Jeff Linton Jeffrey because Jeffrey would look at us and say "what?" you want me to what? Where? So Linton from now on you are Linton. Also, I will never forget the look on Jeffrey's face as we rounded the first mark of the first race in first place. Whaa?...are we in first?...how'd you do that?? We were in 2nd, 4th, 3rd, 4th up the leg, then two boats got tangled up on the port approach while we caught some nice ups and rounded first. I don't know how we did it, we just sail. That's why we race the races...gotta love it!

I thank God above for the opportunity to sail, to sail with my son, with a great friend, that my Dad can be there for my son, and to be around a good group of people. Enjoy the gifts placed in front of you; they are only there a short time.

God Bless.



Edison Sailing Center
Florida Lightning District Championship
April 18-19, 2009

Place	Sail	Skipper	Crew	1	2	3	4	5	6	Total
1	14752	Steve Hayden	Jeffrey Hayden Barr Batzer	1	3	1	-5	3	1	9
2	15083	Jeff Linton	Amy Smith Linton Charles Clifton	5	1	2	-6	2	2	12
3	8330	Frank Atkinson (M)	Julian Cotera Ornel Cotera	2	2	-6	3	1	4	12
4	15143	Dave Helmick	Josefa Lagunas Ashley Murphy	4	4	-5	1	5	5	19
5	14684	Bill Johns (M)	Jason Hill Kay Kilpatrick	3	-7	4	2	7	3	19
6	14866	Bill Mauk (M)	Carol Robinson Allie Gray	-7	5	3	4	4	6	22
7	15320	Mike Beaver	Doug Henricks Jeff Morris Austin Buonsignore	6	6	-7	7	6	7	32
8	14930	Steve Horwitz (M)	Erik Rodriguez Fritz Mueller	(DNC)	DNC	DNC	DNC	DNC	DNC	40

Florida District Masters Championships

Frank Atkinson

OK, so no one has sailed their District Championships yet. Except us. Well, Florida is a sunny place. But...bring on the good folks at Edison Sailing center in Fort Myers, Florida, the Caloosahatchee River, a Blues Festival, and some breeze, and you have almost heaven. I know that it seems a bit over done, to write an article about a regatta in a regatta, which is what our Masters Championship is, when there's going to be an article about the regatta. Did you follow that? I hope so.

But wait, there is more. Not only was our Saturday portion of the Florida District Championships also our Masters, but it was also a BRAT FEST on the water. Check this out—cholesterol toping hot brats! Just put a grill in the back of a power boat (yes, with gas engines), and tell people you will have some lunch on the water. After a couple of races, you sail by, pick up your Brats, grilled, hot and juicy, and luff while you have lunch. We will be scrubbing the mustard stains out of the kite tomorrow. Yes, brats, hot on the water! No one was injured during this exercise!

But wait, there's more. After the regatta, there was steak, potatoes, sour cream, ranch dressing, salad, chicken, and Oreos. If the Health Department found out about this one, they would shut down the club for sure.

Well, this was the setting for our Masters portion of the Districts, and in between all of the food and fun were four races to be counted toward the Masters.

Shifty river sailing was the way of the day, and three boats had the nerve to sign up for Masters. All had a shot at it. If you did not like your position, just sail a little more over here and get a 20-degree gift. So no one was far out of contention in any one race. Bill Mauk, Bill Johns, and I each won a race, but we came out on top. Bill Johns came in second, with Bill Mauk completing the small group of overstuffed Masters.

The real hero of the story though is the Edison Sailing Center folks who put on a great time in Fort Myers. They really made us feel welcome to their newer, growing facility. Shifty sailing made for tough course work, but they got it done, and we all had a great time on the Caloosahatchee. If you ever have a reason to leave your boat in South Florida, we will find you a spot to park it. Mid April is another great reason to come down and sail in the Florida District.

Masters Results—Florida District Edison Sailing Center—Fort Myers, Florida

18-Apr-09

Pl	Sail	Skipper	1	2	3	4	Total
1	8330	Frank Atkinson	2	2	6	3	13
2	14684	Bill Johns	3	7	4	2	16
3	14866	Bill Mauk	7	5	3	4	19
4	14930	Steve Horwitz	DNC	DNC	DNC	DNC	32



Flotilha Guará da Classe Lightning Guaratuba



REGATAS TORNEIO DE ABERTURA DA CLASSE LIGHTNING 2009 20 e 21 de Março de 2009

Súmula das Regatas da Classe Lightning

Tripulação	Barco	1ª. Reg.	2ª. Reg.	3ª. Reg.	4ª. Reg.	5ª. Reg.	6ª. Reg.	7ª. Reg.	Colocação / Pontuação
Daniel Thá Priscila Thá Rogério Alves	Xamego	3	1	3	1	3	4	4	19
Marcelo Prosdócimo Walmor Soares Filho Luis Amaral	<i>Scambau</i>	2	5	4	2	1	3	2	19
Pedro Prosdócimo Neto João Paulo Fernando Almeida	<i>Fala Sério!!!</i>	1	4	2	DNF ** (4)	4	5	3	23
Arsenio Almeida Cássia Galvão Nelson Galvão	Tarja Preta	DNC *** (6)	2	1	DNC *** (6)	2	1	DNC *** (6)	24
Diego Z. Camargo Mello Fábio Wilke Leandro dos Santos	É Nós	4	3	DNC *** (6)	DNC *** (6)	5	2	1	25

* O barco **Xamego** foi considerado campeão pois, conforme os critérios de desempate na série, obteve maior número de 1os. Lugares (02), maior número de 3os. Lugares (3) e maior número de 4os. Lugares (2), sendo esse um dos critérios que decidem os desempates (APÊNDICE A - SISTEMAS DE PONTUAÇÃO. (Vide regra 89.3. - A8. EMPATES NUMA SÉRIE – REGRAS DE REGATA DA ISAF 2005/2008).

** DNF – NÃO CHEGOU = 4 pontos (03 barcos que compareceram à área de partida + 1 ponto)

*** DNC – NÃO PARTIU, NÃO COMPARECEU À ÁREA DE PARTIDA = 6 pontos (05 barcos inscritos na série + 1 ponto)

SISTEMAS DE PONTUAÇÃO

APÊNDICE A - SISTEMAS DE PONTUAÇÃO

A9. PONTUAÇÃO NUMA SÉRIE LONGA COM VÁRIAS ETAPAS

Numa série longa, composta por mais de um evento ou etapa, um barco que compareceu à área de partida, mas não partiu, não chegou, se retirou após chegar, ou foi desclassificado, deve receber a pontuação da colocação de chegada da quantidade de barcos que compareceram à área de partida mais um. Mas, um barco que não veio para a área de partida deve receber a pontuação da colocação de chegada da quantidade total de barcos inscritos na série mais um.

Comissão de Regatas
João Camargo Mello Filho

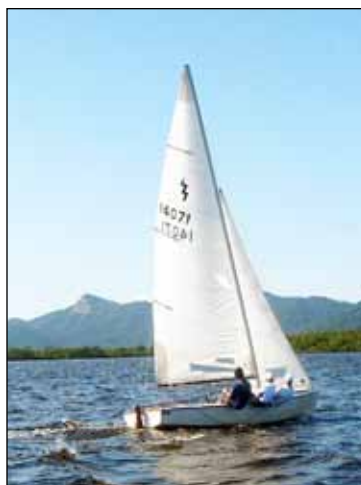
Guaratuba, 21 de Março de 2009.

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Veleja Guaratuba



Regatas Torneio de Albertura de Classe Lightning 2009



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



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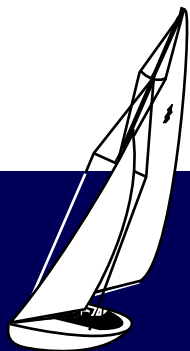
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Classic ⚡ Lightning

Bob Astrove — astrove@hotmail.com

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

Woodies in Brazil

Lars Grael

After a bit of research made primarily by Jan Aten, former Olympic sailor, and with the help of Lars Grael, who has always been a fan of the Lightning Class, we have obtained information on four Woodies that have been or are in the process of repair. Here are brief notes on each of them:



Cartola is a legendary Lightning with fame for its speed. It does not have the same properties that Osprey 8233 has, but conquered titles with Edgard Hasselmann, Ralph Vasconcellos Rosa and others.

Current Owner : Gustavo Bandeira

Tiorga X (ex-Fandango and ex-Osprey) is an exceptional boat. It was built by Lars Grael's uncle Erik Schmidt, with Emilio, a well known local boat builder, exploring the best possible measurements and tolerances available at the time. This historical boat won several championships with Erik Schmidt later with its future owners, Herbert Hasselmann and Alzir Farias, and is part of the sailing history in Rio de Janeiro. It is a boat that, if well kept and updated with modern equipment, will surely return to dispute titles.

It is now in Juiz de For, a State of Minas Gerais.

Boat Serial # 8233 — Current Owner: Luis Bandeira





Gordo-Mestre (ex-Minuano) was the Brazilian Champion in 1959. Later it belonged to Putz Richter. The boat was in good general condition but needed some work on its bottom and some varnish. The wooden mast and boom were kept and most original parts as well. It has been seldom sailed, and now it's back home for deck repair.



Stradivarius I, was originally built in Rio de Janeiro, Brazil. It has just gone through six layers of varnish and is stored at São Paulo Yacht Club. The boat was found in a club near the port of Santos-São Paulo where it had been dry docked for many years.

Date Built: 1975 — Serial#: 12.472

Current owner-ClausKulesa
kulesacg@uol.com.br

It would be a pleasure to sail these boats in the future. I invite you to participate in the Preben Schmidt Regatta on December 7. This regatta is dedicated to Classical Wooden Boats.

Good winds,
 Lars Graef



"The Raceware Specialists"

All things



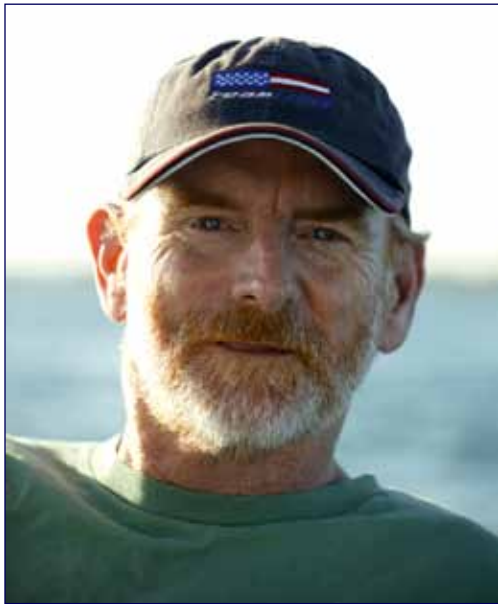
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Coach's Corner

Performance

Keep Your Speed Up

Dave Dellenbaugh

When you've fallen behind, good boat speed is absolutely key for making a comeback. But it's not easy to go fast in the middle of the fleet. It can be tough just keeping up with the leaders, not to mention catching them. Therefore, you must work extra hard at steering, sail trim and boat handling.

When you're in the middle of the pack, you often have to sail in bad air and bumpy water, and you must usually tack more frequently than the boats ahead. Therefore, set up your sails so they are good for acceleration and power. Some ways to do this include:

- Make your sails a little fuller and more powerful;
- Move their draft forward slightly (by using less backstay and mainsheet) to improve acceleration;
- Ease your sheets slightly to add twist and make a wider groove; and
- Don't try to point too high.

When you're sailing in bad air, you will probably have to find a "groove" where you go more forward speed than height. This means you must also adjust your strategy and tactics for this type of performance. For example, make sure you can lead other boats toward the next shift, and avoid getting into positions where you have to hold a think land with other boats close to leeward.

Of course, the best way to go fast when you're back in the pack is to find clear air. So look carefully for a good "lane" and do everything you can to protect it for yourself. If you do find clean air and water for a while, be sure to "change gears" by adjusting you sail shapes.

Use Other Boats to Help

One reason why it's important to focus on boat speed during a comeback is because speed might have been the reason (or one reason) why you fell behind in the first place. Perhaps you had trouble holding your lane right after the start and fell into bad air. Or the other boats just seemed to be going a little better through the water.

In that case, you need to get your boat going faster as soon as possible or you will fall further and further behind. Fortunately, one of the good things about being in the middle of the back is that there are almost always other boats nearby. Use these "obstacles" to measure, and improve your speed.

Whenever you are in a good lineup with another boat, use this chance to a) gauge how well you are sailing; and b) if you're not going as fast or high, try changing some things to see if you can get going faster.

Good speed requires constant communication between sail trimmers and the helmsperson, plus a focus on changing conditions. This can be challenging when you're in the middle of making a comeback because there is a lot happening. It requires extra effort to eliminate or tune out all extraneous "noise."

Mark Bryant

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2009 ILCA North American Championship

August 8-13, 2009

Hosted by

Sodus Bay Yacht Club – Sodus Point, New York

Notice of Race

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association (ILCA), in conjunction with the Sodus Bay Yacht Club, and has been sanctioned in accordance with ILCA bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) for 2009-2012 and by The Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 1.3 The following rules in the RRS (below) will be changed and will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
 - 1.3.1 RRS 42.3(c), to allow certain types of pumping in accordance with the Class Rules
 - 1.3.2 RRS 44.2, to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the Class Rules.
 - 1.3.3 Appendix A, to allow for different points for boats receiving "letter" scores, in accordance with Class Rule VIII (see section 11 Scoring, below, for details). In addition, changes to points awarded for boats that tie in a race and the next placing boat, and breaking ties for the series, per Class Rule VIII.5.
 - 1.3.4 RRS 60.1(b), 63.1, 63.6 and 66, to permit Protest Arbitration.
 - 1.3.5 Class Rule VIII.3, second sentence, will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first finisher sails the course and finishes, will be scored the number of boats that finished within the time limit, plus one (1)."
 - 1.3.6 Decisions of the Regatta Protest Committee shall be final, with no right of appeal, per Class Rule VIII.7.
 - 1.3.7 There shall be no penalty for breaking the ILCA Class Rule forbidding the use of a VHF radio. The Race Committee encourages and requests each boat to carry a VHF radio and monitor the designated VHF channel(s) as described in the Sailing Instructions. See also Section 14 below.

2 ADVERTISING

- 2.1 This Regatta is designated Category C as defined in ISAF Regulation 20, restricted as follows: advertising on hulls only.
- 2.2 Boats may be required to display advertising chosen and supplied by the ILCA or the Sodus Bay Yacht Club, per ISAF Regulation 20.3(d).

3 ELIGIBILITY & ENTRY

- 3.1 Eligibility for entry shall be in accordance with Articles V, VI, and XII of the Class Rules. Each U.S. and Canadian entry shall qualify for participation in the North American Championship by sailing in their respective District Championship Regatta. The Quota for each district will be as follows:
 - 3.1.1 The quota for the North American Championship will be as determined by the ILCA Executive Committee.
 - 3.1.2 The Central New York District will have its quota doubled.
 - 3.1.3 Each District shall be allocated one additional boat in the North American Championship for every three boats from that District that sailed in the Blue Fleet in the 2008 North American Championship.3.1.4 In addition, members of the ILCA Executive Committee, the Vice President of the North American Championship, the 2008 North American Champion and the 2008 World Champion need not qualify to sail in the 2009 North American Championship. The Executive Committee may permit up to ten (10) skippers from outside North America to compete; one or more skippers not previously qualified through their Districts may, as determined by the Executive Committee, qualify from each of the Women's, Masters' and Juniors' 2009 North American Championship Regatta.
- 3.2 A completed entry form, available at www.lightningnas09.com, along with the entry fee of \$375 USD, must be received or postmarked on or before July 27th, 2009, for the Championship.
- 3.3 Late entries will be accepted until 1400 Saturday, August 8th ,with an additional late entry penalty of \$50.00 USD.
- 3.4 Entries must be mailed to:

ILCA Executive Secretary
Jan Davis
7625 South Yampa St.
Centennial, CO 80016 USA

4 REGISTRATION & FEES

- 4.1 Registration and measurement will be held from 1200 to 1800 on August 7th, and from 0800 to 1600 on August 8, 2009.
- 4.2 At registration, each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the Regatta on the property of Sodus Bay Yacht Club, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.

5 QUALIFYING SERIES & FINAL SERIES

- 5.1 The Regatta will consist of a Qualifying Series and a Final Series.

6 SCHEDULE

- 6.1 Planned Schedule:

Friday, 8/7/09	1200-1800	Registration & Measurement
Saturday, 8/8/09	0800-1600	Registration & Measurement
	1100	Skippers Meeting
	1300	Warning Signal, Practice Race
	1800	Opening Ceremony
Sunday, 8/9/09	1030	Qualifying Series – Warning Signal, 1st race of the day
Monday, 8/10/09	1030	Qualifying Series – Warning Signal, 1st race of the day
Tuesday, 8/11/09	1030	Final Series – (Championship, Presidents' Cup, Governor's Cup) – Warning Signal, 1st race of the day
Wednesday, 8/12/09	1030	Final Series – Warning Signal, 1st race of the day
Thursday, 8/13/09	1030	Final Series – Warning Signal, 1st race of the day
	1800	Cocktail Party and Awards Banquet

- 6.2 No starting sequence will begin after 1400 hours. Thursday, August 13th.

7 MEASUREMENT

- 7.1 Every effort will be made by the Chief Measurer and the Measurement Team to make the measurement and inspection process efficient. Competitors, by understanding the measurement requirements, and by complying with the advice given below, will contribute to the efficiency of that process.
- 7.2 Boats must hold and present a valid Measurement Certificate and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules.
- 7.3 In particular, competitors are advised that the measurement and inspection process for 2009 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows, "Aluminum masts shall be filled with foam from the spreaders to the top of the mast."
- 7.4 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the Regatta. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules shall be available for inspection by the Measurement Team at the time of measurement. Please have the required gear available and with the boat prior to beginning the measurement process.
- 7.5 Competitors are advised that the Chief Measurer may make spot measurements and inspection of required equipment during the Championship.
- 7.6 Boats which have been measured in connection with their participation in the 2009 Women's/ Junior's/ Master's North American Championship at Sodus Bay Yacht Club, August 4 – 7, will have completed the measurement process for the 2009 North American Championship, subject to the further provisions relating to spot measurements and inspections as specified above.

8 SAILING INSTRUCTIONS

- 8.1 The Sailing Instructions will be available August 7th at registration.

9 VENUE

- 9.1 Racing will be held on Lake Ontario and only under special weather conditions will racing be conducted on the waters of Sodus Bay.

10 COURSES

- 10.1 The courses will be windward – leeward, with a 0.75 to 2.0 nm weather leg length, depending upon the weather.

11 SCORING

- 11.1 Letter abbreviations for scoring shall be in accordance with RRS Appendix A11, per Class Rules VIII.4(a).
- 11.2 Per Class Rule VIII.4(b), each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point, second boat scores 2 points, and so on. "DNC", "DNS", "DNF" and "RAF" score points equal to one more, and "OCS", "DNE", "BFD" and "DSQ" score points equal to two more than the greatest number of boats eligible to start any race of the series (in any flight of the series, when it involves the Qualifying Series of the North American Championship). "RDG" scores points equal to the finishing position award her after a hearing for request for redress.

- 11.3 Per Class Rule VIII.4(c), each boat's score will be the sum of her scores for all races, excluding her worst score in the Qualifying Series only if 4 races are completed, and excluding her worst score in the Final Series only if 6 races are completed.
- 11.4 In the Qualifying Series, a minimum of 2 races are required to be completed to constitute a series. In the Final Series, a minimum of 1 race is required to be completed to constitute a series.

12 SUPPORT BOATS

- 12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the laylines of the course, including the start area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise designated in the Sailing Instructions.
- 12.2 Individual competitors may not use a support boat(s) at any time during the Regatta except as provided by the Organizing Authority.
- 12.3 The penalty for failing to comply with these requirements may be the disqualification of all yachts associated with the infringing support personnel.

13 BOAT STORAGE

- 13.1 All boats must be at the Regatta site by 1200 hours on August 8th, and remain there for the duration of the Regatta, except by written permission from the Regatta Organizing Authority.
- 13.2 Skippers will be permitted to drysail their boats daily.

14 RADIO COMMUNICATION

- 14.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 14.2 The Sailing Instructions will specify VHF radio channel(s) that will be used by the Race Committee to communicate with competitors.

15 PRIZES

- 15.1 Prizes will be awarded to top placing skippers and crews in all divisions of the Final Series.
- 15.2 Perpetual Trophies will be awarded to the North American Champion and Runner-Up.
- 15.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.
- 15.4 The Swanson Trophy will be awarded to the highest scoring woman in the North American Championship.
- 15.5 The Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series, (2008 to 2009).
- 15.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
- 15.7 The Elfman Trophy will be awarded to the highest placing Master skipper in the Championship who also skippered in the 2009 North American Masters' Championship.

16 DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the Regatta entirely at their own risk. See RRS 4, Decision to Race. The International Lightning Class Association and the Sodus Bay Yacht Club will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during, or after the Regatta.

17 FURTHER INFORMATION

ILCA:

International Lightning Class Association
Jan Davis, Executive Secretary
7626 South Yampa St.
Centennial, CO 80016 USA
office@lightningclass.org

Host Club Regatta Organizers:

Tom Knapp, Co-Chair
315-483-4864
tknapp1@rochester.rr.com

Alys Klingenberg, Co-Chair
585-872-4724
akling@frontiernet.net

Ed St. George, Co-Chair
585-269-6496 (office)
edward.stgeorge@itt.com

The International Lightning Class Association presents the

2009 Lightning Women's/Juniors'/Masters' Championship

North American Championship Regatta

August 4-7, 2009

Hosted by

Sodus Bay Yacht Club — Sodus Point, New York

Notice of Race

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association (ILCA), in conjunction with the Sodus Bay Yacht Club, and has been sanctioned in accordance with ILCA bylaws.
- 1.2 The Regatta will be governed by the rules as defined in The Racing Rules of Sailing for 2009-2012 (RRS), and by The Rules Governing All Area Lightning Class Championships (Class Rules).
- 1.3 The following rules in the RRS (below) will be changed and will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
 - 1.3.1 RRS 42.3(c), to allow certain types of pumping in accordance with Class Rule VIII 12.
 - 1.3.2 RRS 44.2, to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with Class Rules.
 - 1.3.3 RRS 60.1(b), 63.1, 63.6, and 66, to permit Protest Arbitration.
 - 1.3.4 Appendix A, to allow for different points for boats receiving "letter" scores, in accordance with Class Rules, Section VIII (see section 11, Scoring, below for details). In addition, changes to points awarded for boats that tie in a race and the next placing boat, and breaking ties for the series, per Class Rules VIII.5.
- 1.4 Class Rule VIII.3, second sentence, will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first finisher sails the course and finishes, will be scored the number of boats that finished within the time limit, plus one (1).
- 1.5 Decisions of the Protest Committee shall be final, with no right of appeal, per Class Rule VIII.7.
- 1.6 There shall be no penalty for breaking the ILCA Class Rule forbidding the use of a VHF radio. The Race Committee encourages and requests each boat to carry a VHF radio and monitor the designated VHF channel(s) as described in the Sailing Instructions.

2 ADVERTISING

- 2.1 This Regatta is designated Category C as defined in ISAF Regulation 20, restricted as follows: Advertising on hull only.
- 2.2 Boats may be required to display hull advertising chosen and supplied by the ILCA or Sodus Bay Yacht Club, per ISAF Regulation 20.3(d).

3 ELIGIBILITY AND ENTRY

- 3.1 The ILCA Juniors' North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/08.
- 3.2 The ILCA Women's North American Championship is open to all female sailors.
- 3.3 The ILCA Masters' North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/08. Minimum combined age of skipper and crew is 130 years (as of 12/31/08).
- 3.4 Women, Junior and Master skippers must be ILCA Life, Active or Associate members in good standing. Crew must be ILCA Life, Active, Associate, or Crew members in good standing.
- 3.5 Eligible boats may enter by completing an entry form, available at www.lightningnas09.com, and sending it, along with the required entry fee, postmarked on or before July 27th, 2009 to:

ILCA Secretary
7625 So. Yampa St
Centennial, CO 80016 USA
- 3.6 Late entries will be accepted until 1400 hours Tuesday, August 4th, with an additional late entry penalty fee of 15.00 USD included (see 4.3).

4 REGISTRATION & FEES

- 4.1 Registration and measurement will be held from 1200 to 1800 hours on August 4th.
- 4.2 At registration, each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the Regatta on the property of Sodus Bay Yacht Club, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.

4.3 Required fees are as follows:

<u>Class</u>	<u>Entry Fee</u>	<u>Late Entry Fee After July 27</u>	<u>Non-US Sailing Member Fee</u>
Juniors	\$45	\$15	\$5
Women	\$75	\$15	\$5
Masters	\$130	\$15	\$5

4.4 Junior competitors and their parent(s) or guardian(s) will be required to complete and sign a Competitors Agreement regarding drug and alcohol policies, curfew rules and a Medical Consent Form.

5 QUALIFICATION FOR OTHER LIGHTNING REGATTAS

5.1 From this 2009 Women's, Juniors' and Masters' Championship, one or more skippers in each fleet, not previously qualified through their District, shall be entitled to enter the 2009 North American Championship Regatta in accordance with the following formula: one skipper qualifies if the fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc. (Class Rule XII.3).

5.2 The two skippers in the 2009 Juniors' Championship having the two best scores among those born 1/1/1990 or after, willing and able to represent North America in 2010, shall be named entrants for the 2010 Lightning World Youth Championship Regatta.

6 SCHEDULE

6.1 Planned Schedule:

Tuesday, 8/4/09	0800	Registration & Measurement
	1300	Warning Signal, Practice Race
	1800	Opening Ceremony
Wednesday, 8/5/09	0830	Skippers Meeting
	1030	Warning Signal, 1st race of the day
Thursday, 8/6/09	1030	Warning Signal, 1st race of the day
Friday, 8/7/09	1030	Warning Signal, 1st race of the day
	1800	Awards Ceremony

6.2 The Race Committee will hold no more than 2 races each day for the Masters. However, it may hold a 3rd race for the Women or a 4th race for the Juniors in order to make up races from an earlier day, or in anticipation of poor weather the following day.

6.3 No race shall be started after 1500 hours. Friday, August 7th.

7 MEASUREMENT

7.1 Every effort will be made by the Chief Measurer and the Measurement Team to make the measurement and inspection process efficient. Competitors, by understanding the measurement requirements and by complying with the advice given below, will contribute to the efficiency of that process.

7.2 Boats must hold and present a valid Measurement Certificate and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules.

7.3 In particular, competitors are advised that the measurement and inspection process for 2009 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows: "Aluminum masts shall be filled with foam from the spreaders to the top of the mast."

7.4 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the Regatta. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules shall be available for inspection by the Measurement Team at the time of measurement. Please have the required gear available and with the boat prior to beginning the measurement process.

7.5 Competitors are advised that the Chief Measurer may make spot measurements and inspection of required equipment during the Regatta.

8 SAILING INSTRUCTIONS

8.1 The Sailing Instructions will be available on August 4 at registration.

9 VENUE

9.1 Racing will be on the waters of Lake Ontario and only under special weather conditions will racing be conducted on the waters of Sodus Bay.

10 COURSES

10.1 The courses will be windward-leeward with a 0.75 to 1.25 nm length weather leg, depending on the weather.

11 SCORING

11.1 Letter abbreviations for scoring shall be in accordance with RRS Appendix A11, per Class Rule VIII.4(a).

11.2 Per Class Rule VIII.4(b), each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point, second boat scores 2 points, and so on. "DNC", "DNS", "DNF" and "RAF" score points equal to one more, and "OCS", "DNE", "BFD" and "DSQ" score points equal to two

more than the greatest number of boats eligible to start in any race of the series (in any flight of the series, when it involves the Qualifying Series of the North American Championship). "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress.

11.3 Per Class Rules VIII.4(c), each boat's score will be the sum of her scores for all races, excluding her worst score only if 6 races are completed. The boat with the lowest total score wins.

11.4 One race is required to be completed to constitute a series.

12 SUPPORT BOATS

12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the laylines of the course, including the starting area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise designated in the Sailing Instructions.

12.2 Individual competitors may not use a support boat(s) at any time during the Regatta unless such support is available to all competitors or is authorized by the Organizing Authority.

12.3 The penalty for failure to comply with any of these requirements may result in disqualification of all yachts associated with the infringing support personnel.

13 BOAT STORAGE

13.1 All boats must be at the Regatta site by 1200 hours on August 4th, and remain there for the duration of the Regatta, except by written permission from the Regatta Organizing Authority.

13.2 Skippers will be permitted to drysail their boats daily.

14 RADIO COMMUNICATIONS

14.1 Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

14.2 The Sailing Instructions will specify VHF radio channel(s) that will be used by the Race Committee to communicate with competitors.

15 PRIZES

15.1 Prizes will be awarded to top placing skippers and crews in each of the Women's, Juniors' and Masters' divisions.

15.2 Perpetual Trophies will be presented to the North American Champion in the Women's, Juniors', and Masters' divisions.

16 DISCLAIMER OF LIABILITY

16.1 Competitors participate in the Regatta entirely at their own risk. See RRS 4, Decision to Race. The International Lightning Class Association and the Sodus Bay Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

17 FURTHER INFORMATION

ILCA:

International Lightning Class Association
Jan Davis, Executive Secretary
7625 South Yampa St.
Centennial, CO 80016 USA
303 325-5886
office@lightningclass.org

Host Club Organizers:

Tom Knapp, Regatta Co-Chair
315-483-4864
tknapp1@rochester.rr.com

Alys Klingenberg, Regatta Co-Chair
585-872-4724
akling@frontiernet.net

Ed St. George, Regatta Co-Chair
585-269-6496 (office)
edward.stgeorge@itt.com

NOTICE OF RACE
INTERNATIONAL LIGHTNING CLASS ASSOCIATION
2009 World Championships

Malletts Bay Boat Club

Colchester, VT

September 11-18, 2009

www.Lightningclass.org/2009Worlds

1. ORGANIZING AUTHORITY

The World Championship Regatta is organized by the International Lightning Class Association (ILCA) in conjunction with the Malletts Bay Boat Club (MBBC), Lightning Fleet 301, United States Sailing Association (USSA), and has been sanctioned in accordance with the bylaws of the ILCA.

2. RULES

The regatta will be governed by:

- 2.1 The 2009-2012 Racing Rules of Sailing (RRS).
- 2.2 The Prescriptions of US SAILING shall apply unless otherwise noted.
- 2.3 The Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 2.4 This Notice of Race, the Sailing Instructions, and any amendments thereto.
- 2.5 RRS 63.7 will be replaced by: "If there is a conflict between a rule in the notice of race and a rule in the Sailing Instructions, the rule in the Sailing Instructions shall take precedence."
- 2.6 The right of appeal is denied in accordance with RRS 70.5.

3. CATEGORY

The Regatta is governed by ISAF Regulation 20, Advertising Code. As provided by the Class Rules in compliance with Regulation 20, there shall be no advertising on sails or spars other than maker's marks. The forward part of the hull, 25% of the hull length excluding the bow numbers, of all participating boats in the event, may be used to display advertising provided by the Organizing Committee.

4. ELIGIBILITY

- 4.1 Eligibility and qualification for entry shall be in accordance with Articles V, VI, and XVI of the Class Rules, which Articles apply in their entirety. The following provisions are included here for emphasis only and are not intended to modify the Class Rules except where so noted.
- 4.2 Boats must hold a valid Measurement Certificate, and must display a valid mast decal. Measurement certificates must be presented at time of measurement.
- 4.3 All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same. Mainsails shall carry national letters.
- 4.4 Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules.
- 4.5 Boats measured for the 2009 International Masters Championship need not be re-measured.
- 4.6 Skipper must be a Life or Active Member of the ILCA. Crew must be Life, Active, Associate or Crew Members of the ILCA.

5. ENTRY REQUIREMENTS

- 5.1 A completed entry form accompanied with the entry fee of \$500 must be received on or before July 1, 2009 for the Championship. Entries shall be completed online at <http://www.mbbc-vt.org/Events/LightningWorlds09>
- 5.2 Entry fee after July 1st is \$625.
- 5.3 No Entries will be accepted after August 24, 2009.

6. REGISTRATION

Registration and measurement will be held from 1000 to 1800 on September 11, 2009, and from 0800 to 1300 on September 12, 2009 at MBBC.

7. SCHEDULE OF EVENTS

- 7.1 Nine races are scheduled.
- 7.2 The Race Committee may adjust the racing schedule (including the lay day) to suit weather conditions.
- 7.3 No warning signal shall be made after 1430 Friday, September 18, 2009

Friday, Sept. 11	1000-1800	registration and measurement
Saturday, Sept. 12	0800-1300	registration and measurement
	1400	Practice Race
	1800	Competitors Meeting and Opening Ceremony
Sunday, Sept. 13	1000	Race 1&2
Monday, Sept. 14	1000	Race 3&4
Tuesday, Sept. 15	1000	Race 5&6
Wednesday, Sept. 16	1000	Lay day
Thursday, Sept. 17	1000	Race 7&8
Friday, Sept. 18	1000	Race 9

8. BOAT STORAGE

- 8.1 All yachts must be in the water by 1700 September 12th, and remain in the water for the duration of the regatta except by written permission from the Principal Race Officer (PRO).
- 8.2 All boats shall be moored at the Malletts Bay Boat Club for the duration of the regatta.
- 8.3 Careening of the boat on the beach for the purposes of cleaning the bottom is permitted.

9. VENUE AND COURSES

- 9.1 Races will be sailed in Malletts Bay on Lake Champlain.
- 9.2 The courses will be either a 5 leg Windward/Leeward, or a 6 leg Windward/Leeward/Triangle/Windward.

10. SAILING INSTRUCTIONS

The sailing instructions will be posted on the event website and will be available during registration beginning on Friday September 11, 2009.

11. SCORING

- 11.1 Abbreviations for scoring shall be in accordance with RRS Appendix A 11.
- 11.2 Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point, second boat scores 2 points, and so on. "DNC", "DNS", "DNF", and "RAF" score points equal to one more, and "OCS", "DNE", "BFD", and "DSQ" score points equal to two more than the number of boats eligible to start in any race of the series. "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress. This modifies RRS A4.2.
- 11.3 Each boat's total score will be the sum of her scores for all races, excluding her worst score if six races or more are completed. The boat with the lowest total scores wins. This modifies RRS A2.
- 11.4 Boats that tie in a single race shall score points equal to the best position involved. The position(s) immediately after shall remain vacant (if two boats tie for first place, both are scored 1 point, and the next boat to finish scores 3 points). This paragraph modifies RRS A7.
- 11.5 When there is a tie on total points between two or more boats at the end of series, the tie will be broken in favor of the boat or boats with the most first places, and, when a tie remains, the most second places, and so on. When a tie still remains, it shall be broken in favor of the boat which beats the other(s) in the last untied race of the series. All races, including those possibly excluded in calculating total scores in accordance with paragraph 4 c. shall be considered for the purpose of breaking ties. This paragraph modifies RRS A8.

12. ALTERNATE PENALTIES

The two turns penalty will apply with the additional provision that when an infringing boat has its spinnaker drawing at the time of the infringement, drops it completely below the gooseneck while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is a one turn penalty. This modifies RRS 44.1.

13. PROPULSION

On a free leg of the course, when surfing (rapid accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used. This modifies RRS 42.3 (c).

14. RADIO COMMUNICATIONS

- 14.1 A boat shall neither make radio transmissions nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 14.2 The race committee intends to use VHF marine radio frequencies to broadcast courtesy information to competitors, including OCS hails after starts.
- 14.3 GPS units may not be carried aboard during the regatta. This modifies Article VIII 5 b) 3 of ILCA By-laws.

15. SUPPORT BOATS

Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the awards ceremony except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

16. CHARTER BOATS

Some charter boats are available through the event organizers and are listed on the event website. Competitors who charter a boat through the event organizers must also purchase charter boat insurance through the event organizers and provide a \$500 damage deposit. The damage deposit must be maintained at a \$500 level through the duration of the event. If damage occurs during the event, a repair cost will be estimated and the amount will be deducted from the damage deposit at the end of that day of sailing. Additional deposit will be required to maintain a \$500 damage deposit level and will be paid prior to the next day of racing.

17. TROPHIES

Trophies will be awarded to the top ten skippers and crews in the World Championship Series. Perpetual Trophies will be awarded to the top four finishers, the highest placing female competitor, and the highest placing skipper sailing in the Worlds for the first time.

18. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at a their own risk. Note RRS 4, decision to race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. A "waiver" will be signed by all competitors prior to the completion of registration.

FURTHER INFORMATION:

For further information, please contact the following:

Regatta Chair – Bill Fastiggi

Phone 802-655-7245 (w)

Phone 802-654-7856 (h)

Phone 802-578-5697 (m)

Bill@VTSailing.com

<http://www.mbbc-vt.org/Events/LightningWorlds09>



Taming the Spinnaker Beast



Skip Dieball



Jeff Linton



Bill Fastiggi



Amy Smith Linton



Matt Burridge

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

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

1 Copy : \$49.99 • 2 Copies: \$74.90 • 3 Copies: \$99.99

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

2009 New Jersey Circuit

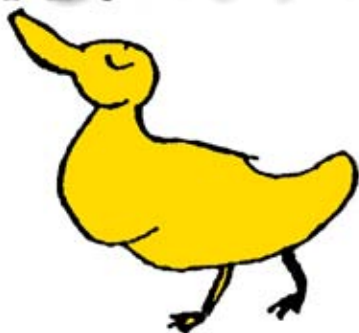


The Central Atlantic District is pleased to announce that we are hosting three major regattas this summer on consecutive weekends. North Flags has been generous enough to offer awards to the top three boats that participate in all three regattas. The locations are all quite different and provide their own unique challenges. The Central Atlantic Districts will be held at the Ocean City Yacht Club, July 11–12. The committee is very excited about hosting this event, and they plan to race in the ocean! This is also the home club of George Glenn (aka Mr. Pinky)!! If that is not an excuse to come in itself, who knows what is! They promise great sailing and an even better social gathering.

The next stop on the tour is at the Barnegat Light Yacht Club, July 18–19. The races will be run by the veteran PRO team of Wayne Shaner and Bill Clausen. All races will be held on our 'North Course,' which is actually the lower section of Barnegat Bay. The Saturday night social will include a live band and a 'Dark + Stormy' bar. This will be a two-day regatta (a change from recent years). Housing will be provided on a limited basis.

The final stop in this circuit is the Atlantic Coast Championship, July 25–26. It will be held at the Toms River Yacht Club, host of the 2010 North Americans (and original home to Allan Terhune). Come get an early look at the site of the next Worlds qualifier for North America. Please join us for one of these fun summer regattas—or make it a circuit and sail all three! The members of the CAD are looking forward to seeing you this summer.

Fuzzy Specialties

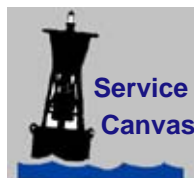


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Lightning Class Youth World Championship
July 19-22, 2010
Salinas Yacht Club — Salinas, Ecuador — Lightning Fleet 405
International Lightning Class Association (ILCA)
NOTICE OF RACE

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 No national authority prescriptions will apply.
- 1.3 Racing rules 42.3(c), 44.2 and 61.1(c) will be changed. The change to rule 42.3(c) restricts pumping, the change to rule 44.2 includes a penalty involving spinnaker handling, and the change to rule 61.1(c) sets a time limit. The changes will appear in full in the sailing instructions.
- 1.4 Article VIII, paragraphs 4 and 5, of the class rules will not apply.

2 ADVERTISING

Advertising chosen by the organizing authority may be required. According to Article VIII, paragraph 2, of the class rules, advertising on sails is not permitted.

3 ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to boats of the Lightning class whose crew members are all under 20 years of age on 31 December 2010. Every national authority is entitled to two entries; the host nation Ecuador is entitled to two additional entries. Additional entries will be accepted on an equal basis up to a total fleet size of 20.
- 3.2 Each national class association or national authority shall inform the ILCA office by May 1st, 2010 of the number of boats it intends to enter. The contact data are:

International Lightning Class Association
7625 South Yampa Street
Centennial, Colorado 80016 USA
phone: +1 303-325-5886, fax +1 303 699 2178
e-mail: office@lightningclass.org

Entry forms are available from the office. The completed form must be returned with the entry fee and damage deposit (see below) by June 1, 2010.

4 FEES

Required fees are as follows:

Entry fee US\$120 (for late entry US\$150)

Damage deposit US\$500, refundable. Damages beyond the \$500 deposit will be at the expense of the skipper at fault.

5 BOATS AND EQUIPMENT

Boats will be provided by the organizing authority. A system of draw will provide for fair boat rotation. Competitors shall bring their own sails and personal buoyancy.

6 SCHEDULE

- 6.1 Registration and sail measurement
Monday 19 July, 1000–1700
- 6.2 Racing
Practice race
Monday 19 July, warning signal at 14h55
Six races are scheduled, with no more than three races a day. The racing days are Tuesday 20 July
Wednesday 21 July
Thursday 22 July
- 6.3 The scheduled time of the warning signal for the first race each day is 12h55.

7 MEASUREMENTS

Sails will be measured. A maximum of one mainsail, two jibs and two spinnakers will be measured and approved for the regatta.

8 SAILING INSTRUCTIONS

The sailing instructions will be available at registration.

9 VENUE

Attachment 1 shows the location of the Yacht club and racing area. The Salinas Yacht Club is located in the coast of Ecuador, a two-hour drive west from Guayaquil's José Joaquín de Olmedo (GYE) International Airport. Lodging will be provided upon request, as well as pick-ups from the airport <http://www.salinasyachtclub.org/>

10 THE COURSES

The courses to be sailed will be of the windward-leeward type.

11 SCORING

11.1 One race is required to be completed to constitute a regatta.

- 11.2 (a) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
- (b) When six races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

12 SUPPORT BOATS

Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel. The organizing authority may designate a coach or coaches who will be present during the event including on-water. Equal support to all competitors will be provided during non-racing times. Coaching on an equal basis to all competitors shall be limited to dry land whether before, during or after the days racing.

13 PRIZES

Prizes will be given as follows: perpetual trophy for the International Lightning Class Youth World Champion, trophies for the first five places, prizes to winners of each race.

14 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

15 FURTHER INFORMATION

For further information please contact ILCA (see paragraph 3.2).

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

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



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Phone: (303) 325-5886 • Fax: 303-699-2178

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Racing Schedule:

July 11	0800–0900 hrs	Registration
	0930 hrs	Skipper's Meeting
	1100 hrs	1 st Warning Signal
July 12	1000 hrs	1 st Warning Signal

***no race will be started later than 13:30 on Sunday*

Questions:

David Starck dstarck@mtb.com

716-877-1589

BCC: 905-894-2750 • Fax: 905-894-1146

Local Accommodations:

Crysal Beach Motel	905-894-1750
112 Ridgeway Rd, Crystal Beach, ON	

Holiday Inn	905-871-8333
1485 Garrison Rd, Ridgeway, ON	

Knight's Campground	905-894-1911
1154 Gorham Rd, Ridgeway, ON	

Making Noise in the Lightning Class! Contact your Quantum Lightning Experts

Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729-4777
Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1160
Newport - Randy Shore - rshore@quantumsails.com - 401-849-7700
Newport - Tim Healy - thealy@quantumsails.com - 401-849-7700

2008 Results

- * Lightning Spring Classic - 1,3,5
- * Lake Erie Districts - 2nd
- * Midwest Districts - 2nd
- * Independence Day - Pymatuning - 1*,2,4
- * BCC Club Championships - 1st!
- * Texas Districts - 2,4
- * California Districts - 4th
- * North American Championship - 4,5*,7,8,10
- * White Cap - Pontiac - 2,3
- * Pacific Coast Championships - 1st!
- * Bruce Goldsmith Memorial Regatta - 1,2,3,5
- * Hoosier Regatta - 1,3
- * North Cape Blowout - 1,2,3,4,5*,6,7
- * Bluenose Regatta - 1st!



⚡ 2009 JERSEY CIRCUIT ⚡

Trophies supplied by **NORTH**  **FLAGS**
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**ALL THREE REGATTAS
ARE OPEN TO ALL SAILORS
COME AND JOIN THE FUN.**

JULY 11- 12 Central Atlantic Districts – Ocean City YC

Come sail at the home club of Mr. Pinky –
one can only imagine what will happen !!!

We will be sailing in the Ocean (weather permitting).

Contact: George Glenn (aka Mr. Pinky) GGlenn3@aol.com

JULY 18-19 NJ State Championship – Barnegat Light YC

Come sail on our North Course.

Some housing will be available.

Dark + Stormy Party with a live band.

Contact: John Faus johnfaus@yahoo.com

JULY 25-26 Atlantic Coast Championship – Toms River YC

Come test the waters at the site of the 2010 North American's.

Contact: Will Demand will_demand@hotmail.com

It's time for you to join the **International**  **Lightning Class Association!**

MEMBERSHIP DUES for the 2009 Season

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> Active Membership with Paper Flashes & Yearbook on CD | \$ |
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| <input type="checkbox"/> Crew Membership with Paper Flashes | \$ |
| <input type="checkbox"/> Crew Membership with e-Flashes | \$ |
| <input type="checkbox"/> Hardcover Yearbook(s): Number of copies: _____ | \$20 before June 1/\$25 after June 1 |
| <input type="checkbox"/> # of undesignated crew: _____ | \$10.00 each |

* Name: _____	* Address: _____
* City: _____ State: _____	* Zip Code: _____ * Country: _____
* Home Telephone: _____	Work Telephone: _____
Fax Number: _____	* Email: _____
Boat #: _____	Boat Name: _____
District: <u>US@Large</u>	Fleet#/Sailing Waters: _____

ADDITIONAL MEMBERSHIPS

Name: _____	Type: _____ \$ _____
Address: _____	City: _____ State: _____
Zip Code: _____ Country: _____	Home Telephone: _____
Work Telephone: _____	Email: _____
District: <u>US@Large</u>	Fleet#/Sailing Waters: _____
Name: _____	Type: _____ \$ _____
Address: _____	City: _____ State: _____
Zip Code: _____ Country: _____	Home Telephone: _____
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Donate to the Limbaugh Fund	\$ _____	Donate to the Boat Grant Program	\$ _____

Total Due to the ILCA: \$ _____

* Card Number:

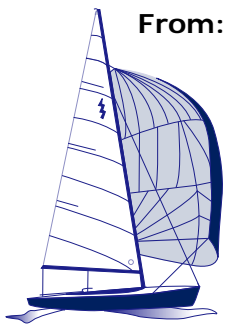
* Expiration Date: /

* Name on Card: _____

*** Required for credit card processing.**

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International Lightning Class Association
7625 South Yampa Street
Centennial, Colorado 80016 USA
Email: office@lightningclass.org
Phone: 303-325-5886 • Fax: 303-699-2178



**From: The International Lightning Class Association
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Classifieds

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

15363 Nickels -May 2008 White/Gray - Perfect new condition. Tons of options/Min. weight Rudder.. \$17,000 (w/o sails) / \$21,000 List Price. Sails can be included at additional cost. Contact Sean Fidler @ 248 464 0240 / smfidler@gmail.com

15351 Nickels. Meticulously maintained. Tacktick. Swift Maffioli spin. sheets & Salsa Line main & jib sheets. Holt Allen snatch blocks on twin lines. Harken pin stop jib car system. Available w/o sails & covers. Contact Pierce Barden - Wilmington, NC 910-612-7224 piercebarden@hotmail.com

15309 Nickels, All white, like new. Full trailing covers. Mooring cover. Galvanized trailer with aft jack stand, spare tire with mount and mast supports. Adjustable jib leads. JCD tiller extension and universal Tack tick. Quantum sails and spin. Cincinnati, OH. kirkpg@gmail.com. 513-271-2913.

15147 Nickels, looks like new. Royal blue hull. North/Fisher Jib, Main & Spinnaker very light use. Galvanized trailer, a real steal at \$13,500. Joe Dissette MICH 989-631-2133 I also have many other pre owned Lightnings, call to see what is in my barn. dissettesail@chartermi.net

15143 Allen Like new, turnkey. Allen trailer, spare tire, hull, deck, and mast trailering covers. Mast up cover. Lightweight rudder. Minimum weight with lead. Nearly new Quantum sails plus good set North MJS. Orlando, Florida. David Helmick 407-782-9752 sailorking@aol.com

15089 Nickels, Andy Horton rigged and campaigned 2001; very light club raced since (2 - 5 times per year). Great condition. Covers: travel, mast, skirted mooring (dry sailed) and rudder. Tacktick. Galvanized Nickels trailer. 2002 Shore M, J & S, light use, Squam Lakes NH. \$11,500. Contact Al MacQuarrie, 603/745-9496, almacq@roadrunner.com

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

15047 Nickels, 2001, 401-723-1579 Contact Christian. (Rhode Island) \$12,500 This boat is pristine!

15024 Nickels -Bottom clean and fair. Custom Guck Rudder. Tacktick. Full trailer covers and mast cover. 701 lbs. Upgraded hiking straps, 100% race ready. (North Fishers new 2007 NA's) included. Kept indoors when not racing! \$13,500 contact Jason at 410-688-8431 or jwerner@claimsbridge.com

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, contact John Townsend, townsend@dr3-cs.com. \$9,600

14825 Nickels. Fast boat in excellent condition, just won Southeast Districts. Galv trailer, two piece travel, mast and rudder covers, and mooring cover. New boom, hiking straps and running rigging upgrades in 08. Good racing sails with one practice suit by North. \$9500.00 Terry Tyner 803-240-7300

14743 Nickels. Excellent condition. North J-M & S -very light use and very crinkly. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$9,900. Joe Dissette Mi. dissettesail@chartermi.net 989-631-2133

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, Sails one year old, Brand new Bryant mast. Full deck cover, race ready. \$7,500 Jim McIntosh, Williamson, N.Y. Phone: 315-589-8138, cell 315-576-0320

14539 Carson Good stiff boat with SS board (the older heavy style). Boat needed lead (included) to make weight. Blue hull, compass, covers and lots of sails. Galvanized Allen high speed trailer with extra large births and spare. Priced to sell at \$3,800. New Jersey. Curt Morton mortnyc@att.net 732-449-7149

14508 Nickels, ready to race. Inside winter storage, up-graded traveler, new shrouds with handy locks on the lowers, SS centerboard, 700 lbs with corrector weight, 1 year old mooring cover, travel, mast and rudder covers, 2 spin poles, galvanized Nickels trailer w/ wide bunks, new rims & tires, spare tire, mast support and light bar. North sails M5 mains, 5A+, CP2 & FJ jibs, 2 R2 Spins. Milwaukee, WI. Contact Steve Cushman 414-793-4810, smcush@gmail.com. \$6,500.

14445 Allen, Price Reduced. In good condition and race ready. SS Centerboard. Custom Trailer. 2 sets of Fisher Main and Jib + R2 Spinnaker in great condition. Trailer Cover, New Mooring Cover. New mainsheet, spinnaker sheets, outhaul assembly, lower shrouds. Tack-Tick Micro. \$6,400. Nyack, NY. Charles Taus cataus@optonline.net (845) 528-2665

14366 Nickels, ready to race. Travel, mooring, mast and rudder covers. Tacktick Micro. Galvanized Nickels trailer with mast support, light bar, spare and two dock boxes mounted on the front of the trailer. Like new North Fisher Main, jib and R-2 spinnaker. . Havre de Grace, MD. Contact Mark Hergan markhergan@comcast.net 443-756-1670 \$7,800

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

14275 Allen, very good condition. White hull, gray deck. Shore and VSP sails. Covers. Trailer. SS board. New Hampshire. John Hughes (h) 603-898-1862 (c) 603-548-5648 \$6,500

14266 Allen. White hull, ready to race. SS Centerboard, galvanized trailer. Set of racing sails plus 2 extra sets. Trail, mast and mooring covers. Charleston, S. C. \$6,000. email: ctravel81@aol.com. phone: 843 795 7145

14139 Nickels, very good condition ready to race. Travel, mast and rudder covers. New rudder. Nickels trailer. 1 yr Fisher Main & Jib. New main & spinnaker halyard, spinnaker sheets. \$5500.00. Contact Bob Harmon 410-647-8937, boatbox@yahoo.com

14084 Nickels with aluminum trailer. 3 yr. old Vermont sails, mooring & travel covers. All required race equipment inc. Kept in heated indoor storage \$5,000.00 call dave 920-434-7929 or dwickert@new.r.com

14030 Allen, white, good condition. 2 sets of sails, trailer, mooring cover, newer mast. \$4,000. Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

14012 Nickels, white with red stripe. 2006 M-5 main and 5A jib; 2 spinnakers; practice sails; S/S board; new mooring cover; Nickels trailer; race equipped. \$4,900 217-429 1179 or 217-4295237.[L] RW058@AOL.com

13654 Aeron lightning, very good condition. SS center-board, galvanized trailer and two sets of sails. Includes full mast up boat cover like new. Boat has spent most of its time in storage, used once in the last three years. Located in Richmond, VA \$2600. 804-739-2522 Ken Hopson, Chesterfield,VA

13370 Eichenlaub. Mint green hull with white deck. 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tlc but will clean up nice. Trailer \$2500 Nashville, TN. 615 400-9534 alightning@aol.com

13218 Lippincott, White Hull w/Boot Stripe, 2 each main/jib, 1 spinnaker, PA registered trailer and green mooring cover, \$2,200 Contact Ken Kuzdro, Lancaster, PA, Phone 717-394-9196, e-mail kck.2301@verizon.net or kenk@tahconstruction.com.

13179 Allen Lightning hull and painted steel trailer. Both in fair to poor condition. In addition to the stainless board, the boat has a lot of useable hardware including mast step, jib tracks/cars, stem fitting, etc. First \$600.00 cash takes it. Allen aluminum rig, in great condition, (mast, boom, spin pole-fully rigged) is available for an additional \$500.00 Thad Brej, Cleveland, Ohio 216-952-2534 thad@smartstraps.com

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

12687 Lippincott white hull w boot stripes, oval mast and boom, many rigging upgrades, good sails, trailer, very solid and stiff, nice looking lightning, ready to race, \$2300, 315-685-5149, reyn685@yahoo.com.

11458 Allen with trailer. Two masts (1 original wooden mast and 1 aluminum mast) Boat in very good condition. Asking \$3800. Montreal, Canada Call Louis Semeteyts H 514-425-4773 or C 514-972-4244 monique.sem@sympatico.ca

11078 Allan. Full set of sails. Stainless Steel Centerboard. Compass. Boom Tent. Lifting Bridle. Custom Trailer. Mast Replaced. Clean Glass Hull. Beautiful Condition. Must See! Asking \$2,200 Phone: 401.749.3165 Email: babyrn13@netzero.com

11072 Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.). Main sail, jib sail and two spinnaker sails. Includes trailer with jack stand. Located in Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079

11000 Allen "Thermis XI", with trailer, includes two main sails, two jibs, two spinnakers, spinnaker pole, rudder, tiller, stainless steel centerboard, mast, boom, Buffalo Canoe Club. Contact David Fedak 716-570-7918, Email davidfedak@mac.com \$2,950.00

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

10814 1968 Kaier built. Asking \$1400 obo. Updated running rigging, new compass, stainless centerboard, newly refinished wood rudder, aluminum Bryant mast and boom, trailer. Collin Kirby MD cell 703 409 8306, home 540 338 1870.

10776 Lippincott. Fiberglass Hull. Sitka Spruce Spar and Boom. Teak Deck / Mahogany Seats/Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack Winter Cover Frame. \$2500 obo. Stamford, CT. Al Papp 203-322-5851.

9250 White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$2,000 Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

8381 Allen. Classic 1962 wood with certificate, very original, in pristine condition. Includes Allen trailer, two each: main, jib, spinnaker. Mooring cover, cockpit cover, travel cover, mast cover, rudder cover, bridle lift, hyking straps, new ballers, new deck canvas, aircraft dope, additional mast and boom-wood/ bare. Also included: 32 years of years-books. \$2500 complete. \$500 for alum dry sail lift. Contact Dick Stanbridge, mi, 734-645-7053. ctfsodick@msn.com

I have lovingly restored Lightning **No.754** by building a double plank cedar bottom, cedar plank sides and cedar cuddy top. West System epoxy (only, no fiber glass.)The boat has been stored indoors. New wooden mast, two suits of sails and one spinnaker. \$1500. Phone (607) 722-2739 or email jsherz@binghamtonwireless.com

Classified Advertising Policy for ILCA Flashes & 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.