

Fleet Development—Part I

Sparkplugs

Most engines will not start without one! We have discussed this issue many times before—in Flashes, on the web, around the keg, in meetings...Fleet development is always a concern for our class, and while we do a decent job, WE could always do better. Sparkplugs is a word I heard when I first joined the class to describe a fleet member that makes things happen, such as ways to develop your fleet (active and inactive).

1. Get the 3 boats in the yard to go out and sail (not just race).
2. Involve the youth at your club—even if it means you might lose an ever important club series! Take a year off from winning your home trophy to teach new sailors!
3. Take a new sailor to an AWAY event. This does not have to be Championship event—it can be an event just down the bay.
4. My personal favorite! Develop both ends of your fleet. If you have a veteran fleet of 7 racers, don't throw the newbie to the wolves—get another boat so they can still compete! I can't stress how important this is. Too many times fleets die by being too top heavy.
5. Those of us that travel need to bring another boat from our fleet to an away regatta. Metedeconk, Riverton and Nyack YC's are famous for showing up with 5+ boats—just from their own fleets!
6. Turn that valuable crew (that you dare not want to lose) into a skipper. Give the tiller to your crew—split the races one day! While some are VERY happy staying a crew for life, you might find one or two that say, "Hey, I can do this, maybe I will get a boat."
7. Used Boat Market! Many people get sticker shock when they think of getting a Lightning. Show them the ILCA classifieds. You can find boats at very reasonable prices.

Think if we had a few Sparkplugs at each fleet!! Our numbers could reach new levels.

Many of us have great ideas on how to grow our fleets, but the challenge is to actually do it!

Over the next year I want to gather information from folks and figure how we can improve the following areas:

- Increase the number of US Fleets
- Increase the number of International Fleets
- An action plan to attract youth sailors—our target should be post college and the under 30 crowd!
- Ask the District Commodores to try to host a race at a club that does not currently have Lightnings or did at one time (once a year).

I am open to all ideas. My email: johnfaus@yahoo.com

That is all for now. I hope to see a HUGE crowd at the circuit this year. Contact your fleet members and encourage someone that has never done the circuit to come join the fun.

John Faus • 15235
 Fleet Development



John Faus

Inside this Issue:

Secretary's Column	2
Chief Measurer's Column	2
Treasurer's Column	3
Official Notices	4
Paid Fleets	6
Lightning Family News	7
Classic Lightning	10
Coaches Corner	12
Fleet in the Spotlight	14
Brazilian Panamerican Team Qualifying Races	15
Brasil Report	16
Training Tips	17
From the Historian	19
Classifieds	20

Reminder

Please submit your
 district and fleet reports,
 member rosters and
 photos for the 2006
 Yearbook
 immediately

Secretary's Column

Brian Hayes

It's about 1 week before I head off to the Circuit, and I'm trying to wrap my head around what we, as a class, have accomplished over the six months. Searching for and finding a new Executive Director, moving the office, phone lines, changing the way we "do business" to better serve the members...the list seems endless. But we are getting there. The "new look" Flashes has been posted and mailed on time, our database and resource directories are getting cleaned up, and Jan has done a great job prioritizing what needs to be done on a day to day basis to make the office successful.

Our new office is off to a great start and, as Greg likes to say, we are getting the loose lugnuts tightened up so it's less likely the wheels are going to fall off. Now that we are back on course, it's time for us to ask for your help on a few pressing items.

1. Yearbook: We want to get the yearbook done earlier this year and even earlier next year. Here's where we need help.
 - Fleet and District reports—we are ready for them!! Email them to office@lightningclass.org. Send photos and send the reports in a word format or in the body of an email so it can be edited electronically.
 - Advertising—We are looking for advertisers/boosters for the yearbook. Do you own a business?



Do you want to be a booster? Do you just want some space to dedicate to your fleet? A friend? We are making several advertising/booster spaces available to send a message or promote your business. It doesn't need to be sailing related. We'll take lawyers, doctors, consultants, insurance agents, real estate agents, anyone! And in case you are wondering if you are the only one doing a booster ad, well I can assure you lots of people are doing one. The goal is to fund the yearbook through advertising and boosters. We'd like to find 50+ boosters/advertisers. Can you be one?? Email Jan (office@lightningclass.org) or Pete Marriott (pmarriott@carolina.rr.com) to get on board.

2. North Americans: We are all set to head west in 2006. I've spoken to a lot of people who are planning to go. Our problem lies with 2007. We have NO BIDS—not even a nibble. We do have some interest in 2008 but we need to find a location for our 2007 event. Typically clubs and committees need a year to get organized to run this event. We need your help in finding a great site for the 2007 event. Please contact Theresa Colantuano (theresacolan@cox.net) or myself if you have any ideas.

Call or email if you have any questions or can help.

Thanks, Brian

Chief Measurer's Column

Bill Clausen

Dear Members of the Lightning Class.

A new season is upon us. As I write this I am heading to Florida to be sure the water and sun are still there.

The fond memories of Con-Con and a great Worlds are still on my mind. The measurement committee at Chile was very organized and the measurement procedure went smoothly and QUICKLY!

I know I have spoken about this before, but weighing boats is going to be a bigger issue this year than some others. We are going to have the three sanctioned regattas for qualifications for the Pan Am selection regatta this fall at Annapolis.

St. Pete, the ACC regatta at Little Egg Harbor YC in July, as well as the North Americans.

At St. Pete, as well as the ACC, I will weigh boats the day before the sailing begins. If you do not weigh in, I will have to weigh the first five boats that do not weigh in ahead of time. That means drying out the boat etc. So please if you are going to weigh in for one of these regattas, please BRING YOUR MEASUREMENT CERTIFICATE. I will be able to let you correct your weights before the regatta and not need to be weighted after the regatta is over.

When you are going to get your boat weighed, come to the scale ready! Have your ports open, the boat dry, and your pole, rudder and tiller on board, as well as your sheets.

At the North Americans we will also check safety equipment, weight location, mast foam, as well as bottom arcs and angle of dangle of the centerboard, etc.

There have been no new rulings nor changes in the specifications since the Governing Board meeting in St. Pete last March.

As always I will be glad to answer any measurement questions you have to the best of my ability. Email me anytime!

By the time you read this Jim Carson will have updated/corrected the wording and spelling and clarified some redundancies in the specifications that are on the new website. This will be the official site for the specifications for the Lightning Class.

I hope this is the beginning of a new and exciting year for our beloved Lightning Class!

Respectfully

Bill Clausen, Chief Measurer ILCA



Treasurer's Column

Steve Davis

2005 resulted in a \$4,000 operational loss. Flashes printing costs were greater than Budget and reduced Flashes advertising Revenue contributed to this result.

With the Class Office transition, it was decided to eliminate inventory, as there was very little physical inventory remaining, and clean-up the books of record. This activity resulted in a \$14,500 write-down for a 2005 loss total of \$18,500. Much of this loss was



incurred in prior years and does not reflect an immediate cash loss.

I.L.C.A. begins 2006 in good financial condition. As of February 28, there is \$16,465 cash in the bank and accounts receivable of \$9,450 and no accounts payable. The 2006 Budget exhibits Revenues that are similar to 2005 but Expenses that are lower than in 2005. The lower costs are due to decreased Flashes printing and office administration costs.

2006 Budget

REVENUE

Skipper Dues-North America	\$32,040
Skipper Dues-South America	1,350
Skipper Dues-Europe	1,350
Crew Dues-North America	7,250
Crew Dues-South America	400
Crew Dues-Europe	400
Associate Dues-North America	2,210
Associate Dues-South America	130
Associate Dues-Europe	130
Fleet Dues	2,750
Flashes Subscriptions	3,780
Flashes Advertising	12,000
Boat Royalties	2,500
Mast Royalties	2,100
Sail Royalties	12,000
Video Training Sales	1,745
Video Tuning Sales	1,995
Merchandise	500
Classified Advertising	100
Yearbook Advertising	4,000
Regatta Income-S. Circuit	1,000
Regatta Income-Nas	3,000
Regatta Income-Worlds	0
Interest Income	5,000
Miscellaneous Income	2,000
Total Revenue	\$99,730

EXPENSE

Executive Secretary	\$30,000
Transition Activity	11,654
Travel	0
Flashes	10,000
Advertising	800
Bank Service Charges	50
Credit Card Fees	3,500
Computer Supplies/Maintenance	1,500
Insurance	2,500
Internet Expenses	1,500
Office Supplies	2,500
Organization Dues	2,000
Postage and Delivery	1,000
Recognition Awards	1,000
Printing and Reproduction	500
Professional Fees	1,000
Promotion	3,000
Regatta Expenses	2,700
Telephone	2,500
Yearbook	15,000
Video	1,000
Bad Debt	500
Miscellaneous	1,000
Total Expense	\$95,204
Profit/Loss	\$ 4,526

The ILCA, Historical and Limbaugh Funds continue to grow. Thank you to all Donors.

Fund	2005 Donations	2005 Year End	Increase
I.L.C.A.	\$10,689.41	\$173,086.62	6.2%
LIMBAUGH	5,420.00	24,541.28	22.1%
HISTORICAL	1,793.00	7,491.22	23.4%
TOTAL	\$17,902.41	\$205,119.12	8.7%

Please contact me with any questions you may have or find me at the Circuit.

New Office Phone Number

303-325-5886

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

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

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

US Lightning Class Qualification:

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

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

Quota Change for North American Championships

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

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

Reminder

It's time to renew your membership

Remember

to pay your fleet dues and to notify the class office of your 2006 Fleet Officers



VERMONT SAILING PARTNERS

YOUR Source for Lightning Sails and Covers!

- Championship Speed AND Unmatched Durability
- Made in the USA by Lightning Sailors
- **2nd 2005 North Americans**
- **1st*, 3rd*, 8th, 11th 2005 Worlds**
- **1st* 2005 South Americans**
- **1st 2006 Orange Bowl**

** partial inventory*

Contact Bill Fastiggi ~ 802-655-7245 ~ Bill@vtsailing.com

Visit us online at www.vtsailing.com

Vermont Sailing Partners ~ 150 West Canal Street ~ Winooski, VT 05404



Paid Fleets—2006

Michigan	31	Devils Lake Yacht Club
Dixie	50	Potomac River Sailing Assoc
Columbia	73	Club Nautico Del Muna
Midwest	112	Green Bay Sailing Club
New England	151	Annisquan Yacht Club
Switzerland	169	Lac de Neuchatel
Dixie	192	Lower Susquehanna
California	194	Mission Bay Yacht Club
Michigan	204	Macatawa Bay Yacht Club
Florida	226	Biscayne Bay
Dixie	329	Severn Sailing Association
California	372	San Francisco Bay
Ecuador	447	Club Nautico San Pablo
Central New York	484	Ithaca
Columbia	501	Club Nautico El Portillo
Long Island	506	Orient Yacht Club
Dixie	509	Fishing Bay

If your fleet is not on this list, please send your dues to the ILCA Class Office.

Yearbook volunteers needed for a focused effort in the month of April:

- Collect and edit fleet reports
- Develop and write thematic material
- Sort and select photos
- Create information on Perpetual Trophies and recipients
- 2006 Annual Awards Letters of Appreciation
- List of Life Members, Recognition of their contribution
- Gather results for all Championship regattas, US, European and South American. Photos, write ups.

If you are interested in helping, contact Jan at 303-325-5886 or e-mail the Class Office. Thank you for your interest in this annual project. THIS WILL BE FUN!!!

Fuzzy

SPECIALTIES



**MODERNIZATION
OUR SPECIALTY**

WRITE OR CALL:
JIM CARSON
499 PRINCETON AVENUE
BRICK, NJ 08724
TELEPHONE 732/892-1924
FAX 732/892-1735
jgcfuzzy@comcast.net

SPARE PARTS IN STOCK:
MASTS
BOOMS
RUDDERS
TILLERS
SPINNAKER POLES
BAILERS
HARKEN FITTINGS

⚡ ALLEN BOAT COMPANY ⚡

We Get Results!

In the last 5 years our boats have won every major regatta:

- **EVERY SOUTHERN CIRCUIT**
- **EVERY NORTH AMERICANS**
- **EVERY WORLD CHAMPIONSHIP**

We are dedicated to the Lightning and committed to serving all Lightning sailors.

BOATS MADE TO YOUR SPECIFICATIONS

Call Tom Jr.

716-842-0800 or e-mail tomallenjr@juno.com

370 Babcock Street, Buffalo, NY 14206

Lightning Family News

Welcome New Member—Scott Hathcock

I grew up in Orlando, FL and spend lots of time on the water in my family's boats, first in a small cabin cruiser and later in a small Boston whaler which I used as a ski boat. My first sailboat was a Seasark with the Kool cigarette sail. My Dad helped me cover it in cloth and epoxy to protect the foam. Later I traded "up" to a Whirlwind, same boat with a factory plastic covering.

July of last summer, I spruced up a Butterfly, joined the local sailing club and was handed a pair of 4's for temporary sail numbers. David, 9, and Daniel, 6, both sailed with me in our first race. Since I had not read the rules, I played follow the leader. We traded off the helm with each leg. This continued each week with David having a little more interest. Prior to his 10th birthday, David wanted to solo so he could take his friends out at his party. He did fine and gave a bunch of rides at the party. I was a little surprised to see that he was also giving sailing lessons to his friends.

I'm sure that you saw this coming, David mutinied and Captain Dad crewed on someone else's boat in the next race. The last race of the season, I sat in the committee boat. We needed another boat and I wanted something

that would hold the whole family or a couple of friends. It just happened the Dan and I were finishing a model sailboat. Yep, it's a Lightning. Maybe we should build a full size boat. After some research, an order for the how-to manual from the Lightning office resulted in a flurry of emails. One of these was an offer for a ride in a Lightning by Steve Davis.

The whole family turned out on a cold windy evening to sail in a Lightning. We had a great time. Now, how long would it take to build a boat? With work, part time flight instructing, and sailing in the summer, 20 years? I started looking for a Lightning. My intention was to find an older "starter" boat that didn't require too much work. Good intentions but...the Lightning found me. Bill Cabrall had a boat for sale and it was right here. We struck a deal and I picked up the 15004 on October 30th. Bill gave me rigging lessons and promised help next spring. With Bob Stoller's help, Pat and I sailed the next day, the last day Union Res was open. Pat took some very nice photos which I use as background for my computers.

It's snowing outside and the Lightning is tucked into the garage. I've watched the training DVDs and video so often that the kids both groan any time I get near the TV. I am looking forward to this spring when I can sail the Lightning again. Hopefully, I'll have a few years before the crew makes me walk the plank!

Welcome New Member—Andrew Barton

Nationality:	Australian
Current residence:	Working on expatriate assignment for three years in Lagos, Nigeria
Profession:	Structural engineer in oil and gas industry
Sailing club memberships:	Lagos Yacht Club, Nigeria & Sandringham Yacht Club, Melbourne, Australia
Current yacht:	I have been sailing an old (~20 year old!) Lightning at LYC for nearly 2 years, I have just purchased a new Lightning that is currently being shipped from the US to Nigeria
Sailing Experience:	I learned to sail in a Sabot (8' snub nosed, cat rigged dinghy) when I was about 10 years old and have sailed ever since, including several years of sailboarding (racing and wave jumping) I have raced Lasers, 125's, Bluebirds (22' keelboat), Elliott 7's (trailable sports-boat), Etchells and 35-45ft ocean racers I have cruised bareboat charter yachts in Whitsundays (in Queensland) and Gippsland Lakes (in Victoria)

GOWRIE, BARDEN & BRETT

INSURANCE • BENEFITS • PLANNING



INSURANCE:

- ONE DESIGN
- IRC / PHRF / ORR
- MAXI
- CENTER CONSOLE
- MEGA YACHT
- YACHT CLUBS
- CLASS ASSOCIATIONS



www.gowrie.com

800-BOAT-911 (800-262-8911)

Mark Bryant

mark9373@earthlink.net

239/503-1210

Dealer for Nickels Boat Works

Personal Coaching

Seminars

Race Clinics

Visit Us on Our Web Site

www.nickelsboats.com



PROUD AMERICAN MANUFACTURERS OF ONE DESIGN BOATS

**New Hull and
Deck Design
Available
in March**

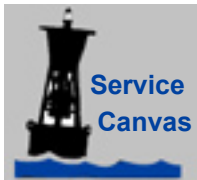
NICKELS BOAT WORKS, INC.

2426 SOUTH LONG LAKE RD, FENTON, MICHIGAN 48430

PHONE: (810) 750-1855 • FAX: (810) 750-0501

WWW.NICKELSBOATS.COM • NICKELSBOATWORKS@JUNO.COM

Snug, Sound **LIGHTNING COVERS...**



www.servicecanvas.com

Dry Sail Covers

Mast Covers

Cockpit Covers

Trailing Covers

Rudder Covers Featuring
BLADEGUARD II FABRIC

Made by Sailors, for Sailors

*Our Covers Provide the Protection You Want,
With the Quality, Fit and Finish You Expect*

*Our Fabrics, Hardware and Fittings Have Been
Designed to Marine Use and Will Provide a Long
Life Even in Salt Water and Tropical Climates*

NEW! BLADEGUARD II FABRIC
A SERVICE CANVAS EXCLUSIVE!

*Will Not Rot, Mildew or Trap Water!!
Provides the Ultimate in Protection!
Call Toll Free for a Sample Today!*

ALL COVERS INCLUDE "5 YEAR" WARRANTY
Free Repair Kit, Gear Bag, Prepaid Freight

SERVICE CANVAS COMPANY, INC.

149 SWAN STREET

BUFFALO, NY 14203

TOLL FREE 1-888-388-0558

Outside US 716-853-0558 & Fax 716-845-6071

FabriCraft

spinnaker & tiller bags - anchor bags
hiking straps - mast covers - deck covers
travel covers - rudder covers

WHY choose a FabriCraft product?

- Easy to use, field-tested designs (since 1989)
- Finest quality workmanship and materials
- Friendly, knowledgeable customer service
- Wildest choice of color options available
- 100% satisfaction guarantee since 1989
- Optional PTFE thread for high UV areas
- Wood or Glass—we know Lightnings
- Crafted with pride in the USA
- Storage bag, tiedowns and hardware included
- Free shipping with check in advance

Call, Email or Fax us today!

We've got you covered!

Phone: 315/458-3991 • Fax: 315/458-3897
fabricraft@a-znet.com

Also available: RC Start Sequence/Code Flags, Custom Burgees

REQUEST FOR ARTICLES AND PHOTOS

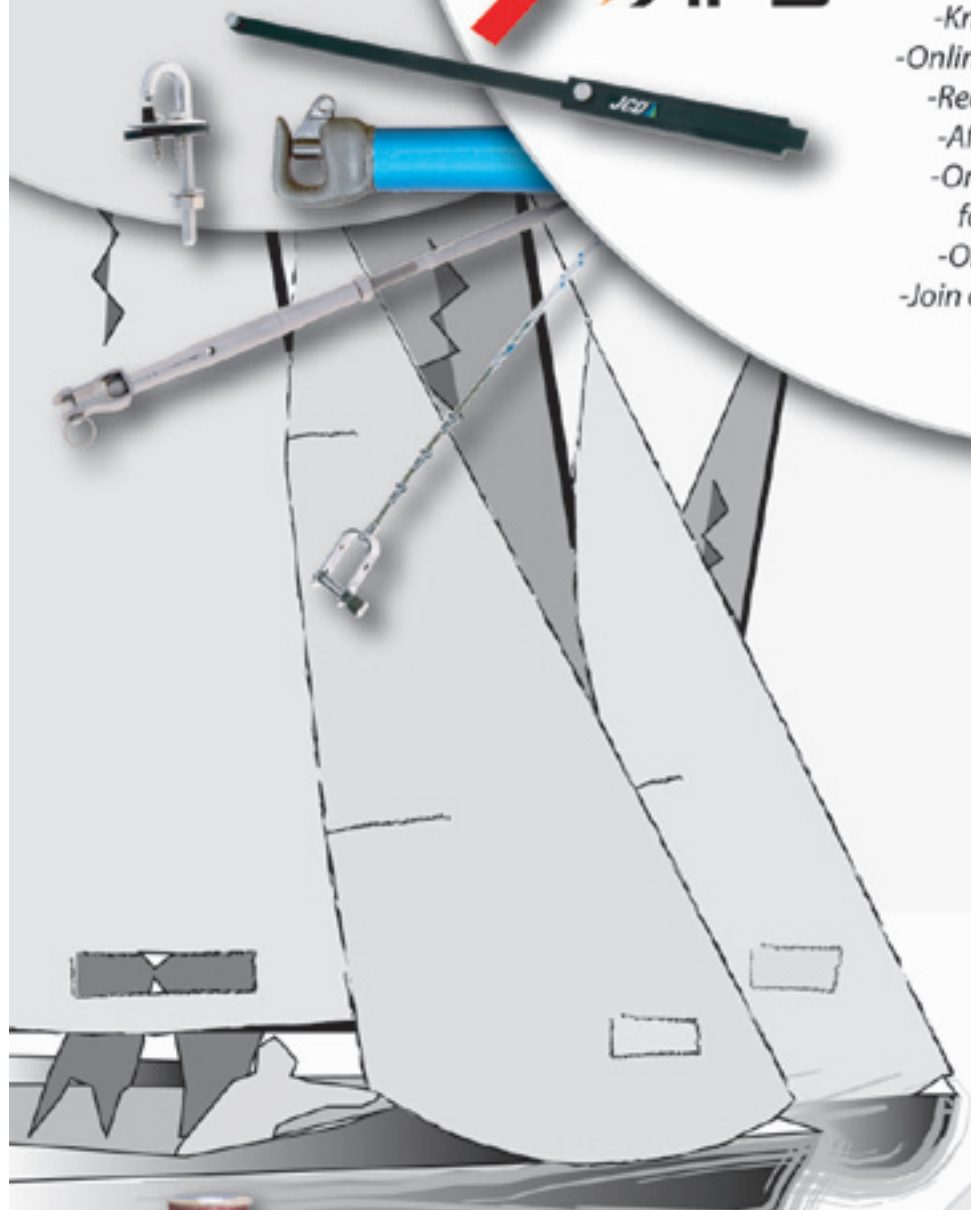
We are looking to highlight fleet activities in the Flashes.
Send an article and photos about your activities, on and off
the water, to the class office at office@lightningclass.org

All things



**ANNAPOLIS
PERFORMANCE
SAILING**

- Knowledgeable Sailor Staff
- Online Orders Save on Shipping
- Real-time Online Inventory
- After Hours Locker Pickup
- Order Online by 1 p.m. EST
for Same Day Shipping
- One Day Custom Rigging
- Join our Weekly E-List featuring
Hot New Items &
Sale Rack Additions



...and more!



Apparel Premium Cordage Custom Rigging Hardware Accessories One Design Parts

www.APSLTD.com - 800.729.9767 - Annapolis, Maryland



Classic Lightning

Building a Lightning, Part One

Carlton Simmons

Introduction

It's a shame that making things with your own hands is becoming a lost art. It wasn't that long ago that almost everyone built his or her own house. Likewise, many fishermen would build their own boats out of necessity. Today, building your own house or your own boat is a rarity. It shouldn't be, there is a great deal of satisfaction out of building something with your own hands. It took roughly eighteen months to build and it even floated when it was finished (of course it WAS wood).



Friendship Sloop

Brief History

Before the era of Lobster boats, Lobsters traps were hauled from sailboats. Boats like the Friendship Sloop were designed and built for the specific task of hauling Lobster traps. These boats had low freeboards and large cockpit areas making it easier to haul traps over the side. The boats weren't a one-design but they were built from a pre-set formula. Ratios of length to beam and mast height were almost always the same.

What I find interesting about these boats is that the men that used them would many times build them. They built them because they couldn't afford to buy one.

In addition to the Lobsters they sold, they would also sell their boats at the end of the season. This meant they would be building a new one during the winter. In a few parts of the country telling someone you built your own boat would hardly raise an eyebrow. These areas of the country have a long tradition of boat building and some even offer classes to show novices

how it is done. One such area of the country is coastal Maine and in particular the area around Brooklin, Maine. I had been subscribing to the "Wooden Boat Magazine" for a couple of years when I noticed their course offerings. In addition to a number of boat building courses they also offered sailing classes. So in 2002 I talked my fiancée (now my wife) to take the beginning sailing class with me. We have been going back to Maine for additional courses ever since. The boats we sailed in the first two years were mostly Havens 12 ½. These boats, designed by Joel White (son of EB White), were centerboard versions of the Herreshoff 12 ½. They were also built by students (i.e. amateurs) during these courses. The boats are 15' 11" in length (12 ½ at the water line) and are more then twice as heavy as a Lightning. What they lacked in speed they make up in stability and grace. I had even contemplated building a Haven, but they are considerably harder to build then the Lightning and are harder to trailer. I guess my interest in boats came from my father. He grew up in Maryland along the shores of the Chesapeake Bay which also has a rich maritime history. The Chesapeake Bay is also home to another traditional wooden boat used by fisherman, the Skipjack.



The Skipjack

Photo by Marion E. Warren (Maryland State Archives)

The Skipjack wasn't used for lobstering but for harvesting Oysters. My father enjoyed oil painting and his favorite subjects were the sea, boats and the men that made their living on the ocean.

First Two Boats

I had built two canoes prior to building the Lightning. Each boat would use a different construction method. My first boat was a stitch-n-glue canoe made from two sheets of ¼" Luan plywood (the cheap stuff). The plywood was cut such that when you wired (stitched) the edges together it formed the shape of the canoe. The seams were then covered inside and out with fiberglass, add some gunwales, seats (optional) and paint and its ready to use (time: 1 weekend).

My second boat was a 15' 6" cedar strip canoe built on a strongback using moulds to determine the shape. I began by making the moulds and the stems and mounting them on the strongback. Cedar strips running lengthwise were then edge glued and stapled to the moulds. After all the strips were placed they were then covered inside and out with a layer of fiberglass. You then finish the canoe by adding gunwales, decks and seats and it finished (time: about 3 months).

Why a Lightning?

I had never even been in Lightning or even examined one up close before I decided to build one. In 2000, WoodenBoat Magazine ran a three-issue series on how to "Build a Lightning-class Sloop." I remember looking at the article and thinking, "I could do that." I had just finished my Cedar-Strip canoe the year before and would be taking it to the Boundary Waters Canoe Area (BWCA) in Minnesota.

Cedar Strip Canoe in BWCA

I guess it was after reading that article in Wooden-Boat that I seriously started thinking about building a sailboat. I initially started by doing some research on the Lightning. What caught my eye about the Lightning was that it looked like a sailboat. It had seats, decks, a fairly roomy cockpit and a full compliment of sails. It is easily trailerable and fairly light at 700 pounds. It was also designed to be built by amateurs, a good thing. The Lightning was also stable, thanks to the hard-chined hull (not rounded). Hard-chined

hulls are also easier to build than round ones like the Havens. In addition to being a one-design racing sloop it also was a more than adequate day sailor. I even read about folks sleeping in them while cruising in the Lightning. So in August of 2001 I purchased the plans for the Lightning from the ILCA and with it the hull number 15097. My original intent was to build a traditional Lightning with classic rigging.

In keeping with my plans to build a traditional Lightning, I planned to use a wooden mast and boom. As luck would have it I found an old Lightning in Ohio whose hull was shot. I was able to get the mast, standing rigging, seats, center board and some running rigging off the old Lightning hull number 6424.



I would still need to build the boom but it would be considerably easier then making a mast. The center-board was steel and quite pitted on the bottom. I also got the chain plates, which looked to be in good shape. The seats I got were mahogany and would only need re-finishing. I already had all the woodworking tools I would need from my first two boat projects. I determined that I could reuse the strongback from my 15'6" canoe as a base to build my 19' Lightning on by extended it a couple feet. So, in the fall of 2001 I began building my Lightning later to be Christened "Elaine".

In the second part of the three part series, I will go through the construction process of the hull and deck. Finally, in the third article of the series, I will describe how Elaine was rigged, how it sails and where it has been.



The Skipper

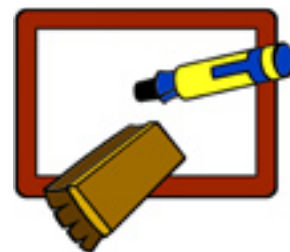


Now you tell me you forgot the stop watch!!

Coaches Corner

Once You Learn Competitive Speed, It's a Whole New Sport

Bill Shore and Randy Shore



Few sailboat racers ever experience the best of sailboat racing—top speed around the whole course. Their lack of competitive speed hinders their enjoyment and their results. We would like to help you understand how to achieve this level of competition and experience the best our sport has to offer. Let's start with developing your upwind speed.

You must start with bringing your competitive speed with you to regattas. You cannot develop competitive speed once the starting gun is fired, and you cannot focus on understanding it while worrying about holding your lane, windshifts and tactics on the course. This is one of the most basic principles that I reinforce when coaching Olympic, Americas Cup and one-design class campaigns; you must bring your speed with you, and you must race with the speed you bring.

Critical Speed Adjustments

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

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

The technique I've found that works the best in learning to acquire competitive speed through mastering these critical adjustments is to work with two or three sailboats and a coach boat. The sailboats should be set up to the sailmaker's tuning guide with all fixed adjustments (shrouds, mast step and other items that cannot be changed during a race) and tuning adjustments (mast blocks, traveler, outhaul, etc. that can be changed during the race) initially set identically for speed testing. Only the elements that can be changed during a race should be adjusted once the speed training begins. The coach should have a keen eye for sail shapes.

The sailboats set off on one tack upwind, speed racing each other. The skippers and crews need to be fine tuning the sail adjustments continually to develop better speed over the other boats. One boat will eventually show superior speed. That boat's crew will have done the best job with the critical adjustments, those of jib trim, main trim, mast bend and forestay sag.

The coach must be able to evaluate the critical adjustments of the faster crew and communicate the differences

between boats. The fast crew is often the first to *adjust* to changing wind speeds and/or sea surface conditions as *all four* critical adjustments must be changed **every** time the conditions change. In one day of testing at a quality venue with steady wind and conditions, all the crews will develop nearly the same speed ability.

Benchmarking Sail Trim

The key to learning really fast sail trim is "benchmarking". The coach and crew must develop benchmarks for communication and, later, for record keeping. You should start keeping a diary of venue conditions so that you have a database of information for future years. For every wind/sea condition, there is a perfect trim. These benchmarks **must** be perfect **all** the time in order to achieve proper sail trim. That's the first step in finding your **whole course top speed**.

What do I mean by benchmarking? I like to benchmark jib trim by looking at where the upper leech would touch the spreader if the leech were extended aft. This critical adjustment is the most important one for most sloops with backstays. The result is that trimming the jib in a Lightning is a full-time job. The maximum range of the jib adjustment relative to its benchmark on the spreader is from 4" outside the end of the spreader to 4" inside the end of the spreader. It helps to have a strip 1/2" to 3/4" wide of a contrasting color adhesive tape positioned 2" inside the outer tip of the spreader. This will help define the location of the benchmarking trim in most wind/sea conditions.

Benchmarking the spreader is very common on all boats that race from the Olympic 470 Class to the new Americas Cup Class boats. Jib trim is the most important contributor to the goal of **top speed** in many one design boats. Over the last 15 years of coaching at the highest level, I have noticed that by far, the most frequent sail trim mistakes are made in jib trim through the jib sheet. Every lull, puff, wave, shift, and rig tweak has a direct effect on how the jib is trimmed. Crew members should be calling out those lulls, puffs, waves as a "friendly little reminder" to check the benchmark and re-adjust the jib sheet.

It is helpful to have some recommended starting points for benchmarking the jib trim. But remember, the three boat testing is intended to refine where the sails should actually be trimmed and how to develop your team's eye toward sail trim in different sea conditions. I must stress that these are **just starting points**.

Benchmarks for jib trim:

drifting conditions	4" outside spreader
5 knots	0" (or at spreader)
10 knots	2" inside spreader
all three crew hiking	4" inside spreader
overpowered	2" inside spreader
main luffing 50% time	0" (or at spreader)
survival conditions	4" outside



The best benchmark for mainsail trim is lining up the top batten (on a vertical plane) relative to the boom. For example, on a Lightning, trim the mainsheet so the upper batten is lined up parallel with the boom. Ask a crew member to sight up from under the boom and describe the relative position to the boom. Keep communication consistent by using terms such as "10 degrees out" to say the aft end of the upper batten is pointing 10 degrees to leeward of the boom, or, "parallel" to say the batten is parallel to the

boom, or, "5 degrees in" to say the batten is 5 degrees to windward of the boom (note that you never want the top batten pointing in). Practicing benchmark communication is very important for consistency in mainsail trim for top speed and record keeping for future reference. Here are some starting points for main trim.

Benchmarks for main trim:

drifting conditions	15 degrees out
5 knots	10 degrees out
10 knots	5 degrees out
all crew hiking	0 to 5 degrees out
over powered	5 to 15 degrees out

Dramatically Changing Sail Shape

Mast bend and forestay sag are the third and fourth elements on the critical adjustment sail trim list. Mast bend and forestay sag are dependent for the most part upon the position of the mast blocks, the forestay length (or jib wire tension) and backstay tension, and to a lesser degree, the main sheet tension. These controls are interdependent. Because of this interdependency, they are complex enough to address in a separate article. We will talk further in a future article about rig tuning and how they affect headstay sag and mastbend to assist you in achieving your competitive speed upwind.

Fine-tuning Your Competitive Speed Advantage

Until then, we encourage you to go out with several other boats and a coach boat and spend some time adjusting your sail trim for maximum speed. The confidence you gain from this exercise will pay dividends in the regattas you attend this spring. Stop by and talk to us about your experiences. We look forward to helping your programs become faster.

Bill Shore
Quantum Newport
Shore International

Bill Shore has carved out a career in engineering, sail-making (with more than 20 national and international champion titles to his name), and now he enjoys coaching World champions, Olympic medalists and America Cup teams.

Anticipate the Shift

(Skip Dieball and Co. have
joined Quantum Sails!



Quantum is still your source for **SHORE SAILS** Lightning sails

QUANTUM
SAIL DESIGN GROUP

Contact Skip Dieball at Quantum Lake Erie
5556 Edgewater Dr. Toledo, OH 43611
t: 419.729.4777
e: sdieball@quantumsails.com

Contact Randy or Bill Shore at Quantum Newport
7 Merton Rd. Newport, RI 02840
t: 401.849.7700
e: quantumnewport@quantumsails.com

... Or contact your local Quantum affiliate

Fleet in the Spotlight

510

HERMITAGE CUP (2005 BADAGRY RACE)

Julian Calvin

Note: This race was first run in 1938 and has been raced annually since.

Venue	Lagos Yacht Club Inshore Creek West to Badagry
Distance	Approximately 140 kilometers
Date	15th/16th September
Fleet	Seven Lightnings Two Hobie 16s One Osprey

Day opened with light W'ly wind, partly cloudy skies and temp 28 degrees C°.

Helms and crews had gathered for a prerace briefing on Wednesday evening when Don Third advised on obstacles found during his inspection of the course. These were the usual sand banks plus fish traps destined to catch the unwary.

What a truly international fleet we had. The Lightning fleet consisted of:

Boat#	Helm	Crew	Nationalities
13522	Winfred Hirmer	Ben	German/Nigerian
13527	Julian Calvin	Tony	English/S African
13753	Ian Edwards	Gary	Australian/American
13754	Sid Warburton	Patrick	English/S.African
14448	Helmut Braun	Dolly Andrew	German/S African
14549	Kevin O'Farrel	Ted/Ken	Irish/English/Scottish
14928	Douwe Gros	Laurent	Dutch/French

Race started at 1100 hours Saturday morning against a slight ebb through the harbour that changed to a flood as the city was cleared.



Wind stayed wsw'ly but was influenced by the changing directions of the creek so that certain sections had tight beats whilst spinnakers were able to be raised by a hardy



few over a couple of stretches. Mainly however it was a fetch, which was appreciated by all.

The total distance to the turning mark was, in straight line terms over the water, approximately 70 kilometers. Over half of this distance the fleet stayed together except for 14928 who pulled ahead and was the first to reach the Badagry mark.

Unlike some previous years, all boats reached the turn either in daylight or as dusk came. 14459 sped past the mark as Ted had not finished his sundowner!!

This race is an endurance race that is governed by tactics. Amongst the restrictions are rules that harbour limits cannot be entered during hours of darkness, plus helms and crews must stay with their boats at all times. Stoppages, which must be a minimum of one hour, can be deducted from sailing time. This means that some boats anchor awaiting favourable wind/tide whilst others continue to the harbour limit.



This year we had the luxury that, as the sun disappeared over the horizon, a full moon rose in the East. Nothing can describe the experience of sailing, under spinnaker, in the middle of the African bush, with the only noise being that of the Atlantic surf on the beach parallel to the creek (luckily we were too far away to hear the singing from the Irish/Scottish/English boat).

The following morning a flood was against most of the fleet so a lie-in was called for (try sleeping, especially three-up, in a Lightning; not the most comfortable of boats, especially surrounded by mosquitoes).

The first boat to arrive back at Lagos Yacht Club was 13527 at 1034 on Sunday morning with the last being 14549 late in the afternoon.

After all adjustments for stoppages were made, the results were:

	Boat#	Helm	Crew
1st	14549	Kevin O'Farrel	Ted Coventry Ken Macleod
2nd	13522	Winfred Hirmer	Ben
3rd	14928	Douwe Gros	Laurent Couderc

First boat had an actual sailing time of 14 hours 7 minutes.

The Brazilian Panamerican Team Qualifying Races

John Bennett

The Brazilian Panamerican team qualifying races took place from February 8 through 12 in Rio de Janeiro, on the Guanabara Bay that will hold the official races in 2007. Four teams battled out day by day for the top spot, which among other benefits will entitle the crew to participate in all International Lightning events fully sponsored by the Brazilian Sailing Federation.

Mario Buckup and family were stopped by the highway patrol while driving up from São Paulo to Rio early morning of the first race day. (Yes, mighty risky I would say.) So Murphy was around and they had to go back to pick up a missing document and then missed the first two races.

Claudio Bieckarck was battling out with Lars Grael the first few races, with Tommy Sumner steadily in 2nd. Suddenly Tommy was 1st, and then the experienced teams went after him.

The Buckup family was left to race their own race.

4 firsts in the last 5 races and game over.

Congratulations Mario, Marc and Thelma.

Plan on seeing Mario and family at your next NAs.

In July 2006, at the Brazilian trials, three teams from each country will battle out for one of the spots in the 2007 Pan-Am games. Hope to see you all here.

												Total de pontos					
Col	Tripulação					Barco		Clube		Numera		S./Desc.		C./Desc.		Desc.	
1	Mário Buckup Telma Buckup Marc Buckup					Meia Noite 8		IC.Itaipu		14378		24,0		18,0		6,0	
2	Claudio Biekarck Gunnar Ficker Marcelo Batista da Silva					Flash Ridder		YCSA		14602		21,0		18,0		3,0	
3	Lars Grael Clínio Freitas Eduardo Penido					Dito e Feito		ICRJ/RYC		1		24,0		20,0		4,0	
4	Thomas Summer Gustavo Harada Felipe Brito					Sem Nome		SPYC/YCSA		14894		25,0		21,0		4,0	
5	Marco Antonio Gantois Gomes Aloysio Augusto Gantois Gomes Luiz Fernando Gantois Gomes					Just 'n Time		RYC		14101		43,0		38,0		5,0	
1ª Reg.		2ª Reg.		3ª Reg.		4ª Reg.		5ª Reg.		6ª Reg.		7ª Reg.		8ª Reg.		9ª Reg.	
Pos.	Val.	Pos.	Val.	Pos.	Val.	Pos.	Val.	Pos.	Val.	Pos.	Val.	Pos.	Val.	Pos.	Val.	Pos.	Val.
DNC	6,0	DNC	6,0	3	3,0	2	2,0	1	1,0	3	3,0	1	1,0	1	1,0	1	1,0
1	1,0	3	3,0	1	1,0	3	3,0	3	3,0	2	2,0	2	2,0	3	3,0	3	3,0
2	3,0	1	1,0	4	4,9	1	1,0	4	4,0	5	4,0	3	3,0	2	2,0	2	2,0
3	2,0	2	2,0	2	2,0	4	4,0	2	2,0	1	1,0	4	4,0	4	4,0	4	4,0
4	4,0	4	4,0	5	5,0	5	5,0	5	5,0	5	5,0	5	5,0	5	5,0	5	5,0

2006 Lightning Canadian Open

Buffalo Canoe Club, Ontario, Canada

June 24-25, 2006

www.buffalocanoecub.com

The 2006 Lightning Canadian Open will be held in conjunction with a one-design championship weekend at the Buffalo Canoe Club, June 24-25. Along with the Lightnings, the BCC is hosting the Thistle Great Lakes Championship, Laser and Radial Ontario Gold Cup, and the BCC Optimist Champs. There will be three race-courses and plenty of great sailing for all. Along with seeing all of your Lightning friends and family, it will be fun to get to know (and party with) sailors from other fleets. We're expecting a large turnout.

The BCC is inviting you to come practice on Friday and enjoy the fresh waters and warm beaches. Friday night enjoy the famous BCC fish fry and live music. You can even fit a side trip to famous Niagara Falls as it's just 25 minutes from the club.

Please put this years Canadian Open on your list on "must attend regattas." For more information on lodging, directions, etc., please visit www.buffalocanoecub.com

Of course you can always contact any member of Lightning Fleet 12 for details...the Roseberry's, Allen's, Swanson's, Starck's, MacDonald's, Sprague's, etc., etc. with questions. We'll see you there!!

Brasil Report

It's Ash Wednesday and Brasil is suffering from another long Carnival holiday.

Lightning Class Brasil and the Juniors have been preparing for the Junior Brazilian Championship that will start today with sign up and measurement. Eight races will qualify the Brazilian champion for the 2006 Worlds.

YCSA, the club that hosts Robert Scheidt and many great Lightning sailors, will host the competition.

There are several girls in the teams with Rio de Janeiro returning after a long absence. Tommy Sumner will be defending his title and a sponsored spot to the Finland Worlds. We hope to take at least two teams.

Last Friday the main sailing TV program had 15 minutes of film taken at the Pre-Pan event. It was a close race between Brasil's best Lightning sailors. The winner tying for first with 2nd place and only a couple of points ahead of 3rd place. Great films that we are trying to obtain.

Interviews with Claus Bieckark, Tommy Sumner, Lars Grael (now sailing in Lightning) and the event winner, Mario Buckup, who despite missing the first 2 races, won the last four. The program showed that returning to the Panam games has boosted enormously our popularity. Having Lars in the boat will continuously provide for newspaper and TV coverage.

We will be working on changes to the Brazilian mold to match the latest improvements we saw at the Chile Worlds and incorporate these for new orders.

For the 2007 Panam games we have been working with the Sailing Federation to supply equal boats to all participants. 2005 was a good year for us. 2006 will be even better.

Good winds.

John S. Bennett

NICKELS DEALER + USED LIGHTNINGS

ALL PRICE RANGES

Used Covers & Sails

Dealer for North & Shore Sails & Gill

Call **JOE DISSETTE**

DISSETTE SAIL YACHT SALES

Lightning sailor since 1945

55th + Anniversary!!

Sailing Carousel 35 (15233)

**6121 Thornberry Ct.
Midland, MI 48640**

**Phone "anytime" 989-631-2133
dissettesail@chartermi.net**

SCOTT SAILS



MAIN \$845 + \$30 ROYALTY

JIB \$555 + \$30 ROYALTY

SPINNAKER (nylon) \$925 + \$30 ROYALTY

1st California District Championship 2004

1st Long island District Champs 2002-2003

1st & 2nd Long Island Districts 2005

1st California Circuit 2003 & 2005

HIGH SPEED WITHOUT THE HIGH PRICE!

CALL OR WRITE SCOTT FINKBONER NOW!

SCOTT SAILS

P.O. Box 7832, San Diego, CA 92167

Phone/Fax: (619) 222-8788

Email: scottsails@cox.net

Sunbrella Acrylic Covers

now available UV Proof Goretex thread!

- * light and easy to install
- material will not mildew, rot or shrink
- made with 1st quality Sunbrella
- material has 5-year warranty
- heat-cut edges on seams will not fray
- straight-stitch seams hide thread from UV
- delrin zipper protected with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

Prices	white	blue	colors
6" skirt	329	342	359
full-size	502	531	555

nap back rudder cover	58
sail # on cover	39

ROOKE SAIL INC.

1744 Prescott So.
Memphis, TN 38111
Chris Rooke

(901) 744-8500

www.rookesails.com

Email: rooke@rookesails.com



Flashes advertiser and cover maker for 30 years!



TRAINING TIPS

Dan Agresti, MS

Dan Agresti has a Masters Degree in Exercise Kinesiology from the University of Colorado. He is the owner of ProActive Health and Fitness and can be contacted at www.proactivecolorado.com

Lately, there's been a lot of talk about core training? What exactly is core training? In this month's newsletter I will explain the importance of having conditioned core muscles and how it can benefit the lightning class sailor.

Most people when asked about core training immediately think about their abdominal muscles...and then think about sit-ups or crunches. Our core region is everything between the lowest rib and the pelvis so why do people forget about training the back and sides of the body? If the goal is to train the core muscles, then certainly that includes abdominal muscles, but we must not forget the spinal and low back muscles as well.

As mentioned before, "core conditioning" programs normally use exercises that target the abdomen, specifically the muscles that are used in the sit-up. Although these

exercises are assistive, they do not address the primary function of the core musculature which is to prevent excessive movement of the spine. The lumbar region of the spine has no structural support so the core muscles must act as stabilizers to limit any unnecessary movement that could cause injury to the spine.

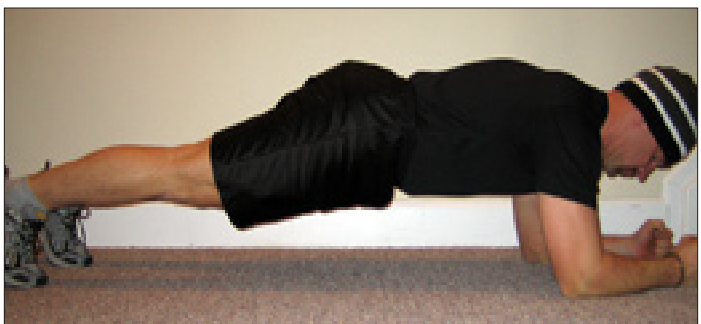
Bottom line, to effectively train your core muscles you must include isometric (non-moving) exercises. I personally recommend the three-way plank because these exercises strengthen the muscles that prevent movement of the lumbar spine without the need of machines. When a sailor has weak core muscles, movements such as lifting, twisting, and hiking greatly increase the chance of injury. Training these muscles with the appropriate frequency and duration can help develop a stable core, prevent injury, and keep you sailing for years.

Three-Way Plank

(Left Side Incline, Right Side Incline, & Prone Plank)



Incline Side Plank (left and right): The goal is to keep your body straight on the left and right side while holding your stomach in for the duration of the exercise.



Prone Plank: The goal is to support your body on your elbows and toes keeping your body level. Keep your head in a neutral position and hold your stomach in for the duration of the exercise.



Incline Side Plank (Advanced)

How often should these exercises be done?


- Three days per week

How many times should each position be repeated per workout?

- Repeat each position two times

How long should each position be held?

- 30-seconds per position



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

**partial*

Go for it!



When it comes to Lightning speed, North is the clear choice.
 Our sails have been designed to achieve superior speed and be easy to trim. Our client's 2005 results are the proof. Let's us help you to get your team on the winning track. Give us a call today!

EAST (203) 877-7627
 Brian Hayes brian@od.northsails.com
 Ched Proctor ched@od.northsails.com

CHESAPEAKE (410) 212-4916
 Greg Fisher greg@od.northsails.com

www.OneDesign.com

Photo Bill Clausen



From the Historian

Submitted by Karen Johnson
Lightning Class Historian

From the 1958 Class Yearbook Savannah, 1958—by Members of Fleet 127

Ol' Man Wind was the only winner in the Deep South Lightning Regatta, and he won decisively in the white-capped Wilmington River.

Just before the start of the scheduled first race, with 29 boats jockeying for position, BLOWIE!, a cold front moved in with about 50 mph wind and an arctic chill. Six boats went in the drink, but quick! The race committee postponed the start—perhaps the longest postponement in sailing history. The weather just left us cold! The upright boats headed for cover and anchored—24 hours later they were all gathered up and safely home.

In the meantime, back at the Savannah Yacht Club, the fact that the races were “blown away” just left more time for social amenities. On Saturday night there was a Cocktail Party, Seafood Buffet and a Fashion Show to end all fashion shows! The gals modelled sailing clothes and the boys gave us quite a preview of what to expect in St. Pete! There was quite a rendition given of the newest sailing song, “Get Me to the Line on Time”—wait til you hear it!

Oysters were the order of the day on Sunday. Wheel-barrows and shovels were employed to get the oysters to the sailors. Herm Henschem couldn't wait for them to be roasted. He waded into the raw oysters. But we would like to nominate Karl Smither for oyster eating chap of Savannah. He “shucked” away with honors!

The weather, unrelenting, forced us to cancel all races with an agreement to award trophies based on the St. Pete Mid-Winter scores of the entrants at Savannah. The final results were as follows:

1st John McIntosh, Savannah Yacht & Country Club

2nd Ted Turner, Savannah Yacht and Country Club

3rd Stuart Anderson, Niagara Sailing Club

TRIVIA QUESTION: Who really won the 2nd Deep South Regatta?

ANSWER: The WIND

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



"Trailing-Mooring", Bottom, and Mast Covers above. We also make Skirted T-M, Boom, Mooring, Skirted Mooring, Cockpit, and Rudder covers.

Comprehensive Website www.sailorstailor.com

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:

FREE How to Choose the Right Style One-Design Sailboat Cover

FREE Poly Army Duck and Acrylic fabric samples.

FREE Diagram of what correct seams and hems look like.



The Sailors' Tailor, Inc.

Tel. 1-800-800-6050

1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370



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

Classifieds

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

9703 Lippincott, fiberglass red hull, white deck, new steel board, alum. Spars, trailer, sails. \$1900 Wil Langdon 860-536-2130 willangdon@msn.com (CT)

10368 Mobjack. Sails, dry hull, trailer, new blocks and lines. \$2000 Also, 7098 Woody. G. Penny 973-744-4724 gpenny@elisabethmorrow.org (NJ)

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

11515 Allen, light grey hull, white deck, mahogany trim. Detailed by Dieball Boat Works. Many extras. \$6,000 Skip Dieball 419-729-4777 (w) sdieball@quantumsails.com (OH)

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

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

13673 Allen, yellow hull and white deck. Two set of sails. \$4,900 Domenic DiPiero 732-687-5850 (w) 732-872-9322 (h) dipiero@prodigy.net (NJ)

13957 Nickels, cream hull, tan deck. 700 lbs., faired hull, trailer, sails, covers, good record. Pete Marriott 704-562-6720 (w), pmarriott@carolina.rr.com (NC)

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

14044 Nickels, white hull and deck, ss board, Fisher M,J, North spin, trailer, covers. Fresh water. \$5,500 Gordon Kellogg 252-249-2130 gpkasails@aol.com (NC)

14238 Nickels, well-maintained, yellow hull, dry sailed, garage kept. Covers. \$6,800. Steven Wexler 860-206-3192 (h), 203-573-7245 (w) drwex@comcast.net (CT)

14309 Allen, blue. Not sailed for 10 years, stored inside. New sails. Tacktick compass. \$5,500. David Kurtz 305-273-9456 (h), 305-460-5333 (w) goombay2@bellsouth.net (FL)

14425 Nickels, grey with red and black hull stripes. Min. weight, dry-sailed, two suits of sails, all covers. \$8,000 Karl Suter 757-635-1008 (w), 757-482-029 (h) suter705@aol.com (VA)

14355 Allen. Ron Wright 803-222-4591 (w), 803-222-2333 (h) rwright@carolina.rr.com (SC)

14476 Allen, white, sails in good condition, dual controls, trailer, covers. \$5,500 Carl Manns 920-227-7485 (w), 920-227-7485 (h) Sailfast41@yahoo.com (WI)

14486 Nickels, covers, North M-5 main and 5-A+ jib, trailer. \$8,500 John Northrop 760-745-7245 john.northrop@cox.net (CA)

14710 Nickels, triple white, red boot and deck stripe. Fresh water, dry sailed. North J,M,S., trailer. \$10,500 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

14772 Nickels, covers, two suits of sails, trailer, taxes paid in CA, dry sailed. \$12,500 Michael Vollmer 905-681-8778 (h) 905-681-8778 (w) michael.vollmer@sympatico.ca (ON)

14810 Nickels, white hull and deck with 1" orange boot stripe. Max. thick and weight board, trailer, covers, North M,J,S. \$10,500 Jeff Maludy, jcmaludy@hotmail.com (OH)

14889 Nickels, excellent condition, 2002 Bryant spar, 4 regatta old North Fisher M,J,S, all covers. \$10,500 Bill Bogardus 732-740-0337 (h), 917-421-4741 williambogardus@hotmail.com (NJ)

15103 Nickels, light grey hull, white deck. Adjustable jib cars, new boom, trailer. All covers and good sails. \$13,500 Steve Davis 303-699-0317 (h) sdavis@cetenv.com (CO)

Mint condition North Main M5 \$600, 5A+ jib \$400, JF-2 jib \$400 Stephen Horwitz, MD 305-933-1151 (w) 305-358-2979 (h) drsteve4u@snappydsl.net

2003 North M5 Main - \$375. 2004 North M5 Main - \$425. 2003 North 5A+ - \$275. 2004 North 5A+ - \$325. All sails meticulously maintained - very fine shape. Deals considered. Gianni Cuccio 203 913-0332 (w) 203 255-5388 (h) jcdparts@optonline.net (CT)

1997 North 5A+ Jib. \$150.00 North older Main. \$150 Ed Roseberry 716-839-5600 (w) 716-835-6091 (h) ecroseberry@att.net (NY)

North: several MJS's all ages: new, 1 regatta, 1 season, more used. M-5, 5A+, 5A, CP-2, AP, R-1. Always rolled. Make offer Jeff Maludy 419-842-1100 (w) 419-356-0770 (h) jcmaludy@hotmail.com (OH)

Quantum main and jib, Shore design. Main has only one season and jib has barely been used. Best offer. Chris Jacobson 989-284-9996 (w) 989-667-1954 (h) fastidiot@chartermi.net (MI)

An old Lightning to donate to Camp Crossroads, a Mennoite camp on Lake Muskoka, in order to start up a sailing program for our young campers. A very generous, tax-deductable receipt will be gratefully given. Andrew Hiebert 905 643 0236 (w) www.campcrossroads.com (ON)

Used black oval aluminum mast. \$400. Can deliver anywhere to any regatta that I am driving to. Bill Fastiggi 802-655-7245 (w) 802-578-5697 (h)

Classified Advertising Policy for ILCA Flashes and website

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

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