

International

Lightning* *Flashes

Summer 2016, Volume 76, No. 1

**2016 Southern Circuit
Champions
Chile Team Gonzalez**



- **Proposed Amendment: Jib Window Specification**
- **Lightning in War and Peace – Part II**
- **Boat Grant Program spreads to Fleet/Club Level**



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Table of Contents

04	President's Message	
05	2017 North American Championship Announcement	
06	Proposed Amendment: Jib Window Specification	
07	The College Program	
08	2016 Samson North American Championship	
09	Atlantic Coast Championships	
10	Donate to the ILCA	
14	Lightning Family News	
15	ILCA Class Store	
16	Classic Lightning: Lightning in War and Peace - Part II	
20	Boat Grant Inspired Programs	
23	Racing Rules of Sailing	
26	How to Win a Regatta	
27	Southern Circuit Champions	
28	Southern Circuit Results	
30	Southern Circuit Photo Gallery	
32	Southern Circuit Special Awards	
35	Jumping into a Lightning	
36	Classifieds	
38	San Isidro Labrador Championship	
39	Hellenic Championship Cup	
42	Regatta Winners	



2016 Youth World Championship

Twenty teams from three continents representing nine countries are confirmed for the 20th Youth World Championship, July 23–27 at the Salinas Yacht Club, Salinas, Ecuador. Good luck to all sailors!

Thank you to the Ecuadorian Lightning District and the Ecuadorian Sailing Federation for hosting this event!

For more information on the 2016 Youth World Championship and to see a full list of the teams go to:

<http://www.yachtscoring.com/emenu.cfm?eID=2801>



President's Message

Victor Lobos

Members, Not Boat Owners

It's no news that the sport of sailing is suffering around the world. Less people are sailing and taking part in this sport. Many classes see their numbers decline, and some are almost extinct. Even though if we compare our numbers to thirty or forty years ago, we could also say that the Lightning Class is no stranger to this phenomenon.

Let me tell you that we have an ace among our cards. It's not the boat design, it's not our regattas or the trophies you may get, it's our members. Other classes depend a lot on what the builder's organization provides, they control everything. They have no members, they have boat owners. On the other hand we depend on ourselves. If the members are dormant, the Class is dormant, and if the members are proactive, you get an exciting class. To our luck, we have an extremely proactive membership, and because of this, many things are going on with our Class right now.



On the international scene I would like to highlight three programs that are being executed right now. The first is our support to the Peruvian Fleet that is experiencing a

great revival. With the help of our Fleet Development Program, these guys are shipping four boats to Peru—the first container to arrive in Peru in de-

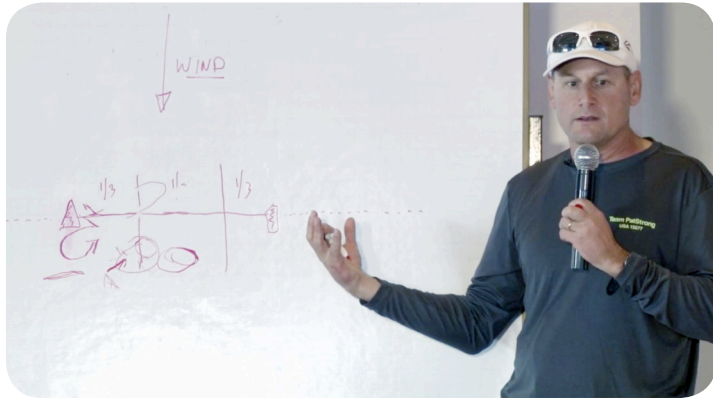
acades. Another program, also helping our development in Peru, is the first Boat Grant awarded outside North America. These two initiatives would not be possible if it weren't for the help of many volunteers and also our boat builders Windrider/Nickels and Allen Boat Company. The third program that I would like to highlight is our clinics. This time it was for our Salinas Fleet in Ecuador, where Dave Starck showed that he is not only a great sailor but also an incredible teacher. The guys in Salinas have told us that this type of event generate a lot of enthusiasm in the Fleet and are also a lot of fun.

Even though the Boat Grant Program, which is in its 10th anniversary this year, is a program that is well known in North America. Let me add that our Fleet Development Program and clinics are also available to our members in North America.

Another great initiative that I would like to tell you about is that Bill Wiggins has been assigned the task of updating our Marketing and Media management. Even though the Class has always stood out for its great job on keeping its membership up to date with what is going on through our web pages, Facebook, Flash Blast and Flashes, we need to keep up to date with how the world communicates, and this is what Bill will help us do.

Well, while the sailing season in the southern hemisphere is winding down, up north it is just starting, with its main events being the Junior World Championships in Salinas, Ecuador and NAs in Rochester. I hope you have a great time sailing Lightnings.

David Starck leading Lightning Lab in Ecuador



2017 North American Lightning Championship Announcement: Host Venue and WJM Call for Bids



The Executive Committee has approved the venue for the 2017 North American Championship. Josh Goldman, VP of NAs, is pleased to announce that Carolina Yacht Club in Wrightsville Beach, North Carolina, will host the event September 21-24, 2017. Registration and measurement will take place on Thursday, September 21, and there will be three days of racing (22-24). A temporary amendment to the Document Governing will be proposed for vote at the August Governing Board Meeting. This amend-

ment will call for all boats to sail and be scored in one single fleet, regardless of how many boats are registered.

The decision to hold the NAs outside of August did not come lightly. We realize that these dates may not be conducive to a lot of junior/youth participation. With the bids that were received, this was our best possible option.

It is our intension to host the 2017 Women's, Junior and Master North American Championships in the beginning of August, with a three days of racing, Friday-Sunday, so that we can offer our junior sailors a big-event experience. We are currently looking for clubs/venues to hold this event. Depending on the location, we are expecting 50-60 boats.

If you have any questions or concerns regarding the proposed amendment or possible venues for the WJMs, please contact Josh Goldman at: joshua.goldman@cushwake.com or the [Class Office](#). It is our intension to announce this venue by/at the NAs in Rochester.

Notice Of Meetings:

The next meeting of the International Lightning Class Association Governing Board (District Commodores, Vice Presidents and Executive Committee Members) will be held Monday, August 15 at the Rochester Yacht Club, Rochester, New York, during the North American Championship. The meeting will be held after the daily debrief, exact time TBA.

At this time one amendment to the Lightning Plans and Specifications has been submitted. The amendment addresses the size and number of allowed jib windows. Please see page 6 to review this amendment. Report any comments or questions to Chief Measurer Bill Clausen (measurer@lightningclass.org) or your District Commodore.

We are also expecting a temporary amendment to be submitted to amend the Document Governing, Article XIII – Racing Conditions: Divisions and Qualifying Series for the 2017 North American Championship. (More information noted above.)

Ballots will be emailed out to Governing Board Members according to Class Rules.

Reminder** Governing Board Members, written reports must be submitted to the Class Office twelve (12) days prior to the meeting or by August 3.

The Annual Meeting of the International Lightning Class Association will be held on Tuesday, August 16 at the Rochester Yacht Club, Rochester, New York, during the North American Championship. The meeting will be held after the daily debrief, exact time TBA.

At this time the only item for vote will be the 2016/2017 Slate of Officers. The Slate will be presented to members according to ILCA Class Rules before the meeting.

A Fleet must be in good standing with the ILCA to record any votes.

Proposed Amendment to the Jib Window Specification:

The following proposal has been presented and will be up for vote at the Governing Board Meeting that will be held during the North American Championship (August 13-19), Rochester, New York. Please review the proposal and let Chief Measurer Bill Clausen or any member of the Executive Committee know if you have any questions.

Current Class rules limit the window size, number of windows and location in the jib. Recently, some

sail makers have started to develop jibs with smaller panels. The smaller panels improve the sail's shape and make it stronger. This has become practical with modern automated cutting and computer generated shaping. The smaller panels result in seams running through the ideal window location. It is more efficient to put the windows in panels prior to assembly of the panels. The one window restriction makes this impossible without shrinking the window

size. Efficient production dictates having more than one window. We have found that extending the window higher in the sail makes it easier for the helmsman and crew to see what is happening to leeward making it easier to see boats on the opposite tack when sitting on the rail. This visibility helps avoid collisions. The greater visibility leads to more involvement by everyone in tactical decisions. It is also more fun to sail with more window area.

Replace: Lightning Plans and Specifications, Article V Sails, Section 74 (second paragraph)

A single window is permitted in the jib for viewing approaching boats not to exceed .232 m² (2.5 square feet), with a maximum fore and aft dimension of 762.00 mm (30"), and maximum vertical dimension of 304.80 mm (12").

With:

One or more windows are permitted in the jib for viewing approaching boats. The total of all windows not to exceed .35 m² (3.76737 square feet), with a maximum fore and aft dimension of 762.00 mm (30"), and maximum vertical dimension of 500 mm (20").

More window area will have all of the benefits with **no added expense**.

The benefits are:

1. Would ease assembly, and allow for a larger window/viewing area.
2. A larger window improves safety by increasing the probability of seeing an impending collision while there is still time to avoid it.
3. Makes sailing more fun because everyone can see where other boats are with less effort.
4. Multiple smaller windows are less apt to break than one larger window.



There are 220 separate college programs participating in the Inter-Collegiate Sailing Association. Each year approximately 2,000 college seniors across North America graduate from schools in the ISCA and spread out across the continent to adult lives in new homes, jobs, and communities.

These college sailors are exiting a pipeline that likely started with an Optimist program, then a high school sailing program, followed by four years of coached one-design college sailing in Lasers, 420s and Flying Juniors. They have been trained since childhood to race one-design sailboats, and they are very, very good.

The Lightning Class represents an excellent place for these sailors to dock. Helping them successfully transition to adult sailing is good for them, and will be very good for us as well. They are the lifeblood for a new generation of Lightning sailors and the long-term growth of our local fleets. For the cost of a lifejacket and sailing gloves, they can be crewing for us or, with the loan of a used boat, can be driving off our starting lines, searching for the first shift.

We have fleets all across North America that include the best one-design sailors in the country and our affordable and accessible boats. In addition, the Class runs an innovative Boat Grant Program to get selected teams racing with us for a season.

However, far more sailors graduate each year than the Boat Grant Program can accommodate, and all Lightning fleets are delighted to garner new members. With these thoughts in mind, an additional marketing effort to college sailors has been started this year, with the goal of contacting every graduating college sailor and

giving them the tools needed to reach the Lightning fleet nearest their new cities, homes, and careers.

A letter designed for college seniors was prepared and informs them that Lightning sailing exists across North America, and we would be delighted to welcome them into our sailing community. It contained links to the YouTube Lightning montage, as well as the Class website, and ended with the names of several people they could reach for information on the class and how to find and contact their local fleets.

Working through Greg Fisher, Director of Sailing at the College of Charleston, ICSA board member, and long-time Lightning champion, we were able to get the letter to the ICSA webmaster, who sent it out to every college sailor and coach in the country. The [letter itself](#) is located on the ILCA website.

We are also working on an ad for the program to this year's collegiate Nationals coming up next month in San Diego. We intend to continue this effort year after year and to work to build an ever stronger bridge to the college sailing community.

These initial results far exceed our initial planning but are not enough for this program to be successful.

Interested college sailors who contact the Class will be directed to the Fleet and District Officers nearest the communities in which they live. When they do, it is important that they be greeted warmly and are welcomed into our sailing community.

Each Fleet Captain and District Officer is encouraged to be ready with the information and resources these sailors will need. For example, do you currently know or can explain:

- a. How one-design sailing operates in your community;
- b. What Yacht and Sailing Clubs support Lightning sailing where they are located, and how to join them;
- c. When local races are held (i.e., where your local racing schedule is located);
- d. Who needs crew and how to contact them;
- e. Where a good used boat at a moderate price could be found.

In addition, for someone moving to your community, could you:

- a. Buy them a beer and a burger/brat at your club;
- b. Explain why your community is a great place to live and how to enjoy what's fantastic about it;
- c. Tell them where good places to live are.

Your existing fleet members already know all of this stuff, but it can be difficult for someone new to your community to find. A few minutes of preparation and a beer and some food at your local club could be the key to a lifetime member of your local fleet.

The Class intends to continue this program on a long-term basis and is working on where to take it from here. For more information or to discuss what has been done so far, contact Bill Cabrall, Fleet 488 Fleet Captain in Denver, at wcabrall@msn.com or (303) 941-3108.



2016 Samson North American Championships

August (Friday-Sunday) 12, 13, 14
Womens, Juniors, Masters

August (Saturday-Sunday) 13, 14
Measurement, Registration,
Practice Race North Americans

August (Monday-Friday) 15-19
Race Days for North Americans

We are pleased to announce Samson, the worldwide leader in high performance synthetic rope, as the title sponsor for the 2016 Lightning North American Championships!

"Samson is thrilled to become part of the prestigious Lightning Class' premier North American event. Our title sponsorship provides us the opportunity to support the sailors doing what they love, and these sailors represent a vital segment of our core rope business that we've been the market leader in for over 130 years. We wish all participants the best of luck and great sailing!"

—David Krupka, Rec Marine Sales Manager, Samson

"With over 200 combined years of experience, the ILCA and Sampson Rope are an obvious fit," said ILCA Executive Committee member Todd Wake. "We are excited about this partnership with Samson and the opportunity it gives the Rochester Yacht Club to enhance the regatta experience for the hundreds of sailors that will be attending."

Still having a hard time deciding whether or not to sail the 2016 Samson Lightning North American Championships?

Well, take a minute and see what Cory Sertl, Regatta Chair and Lightning sailor extraordinaire, has to say about the event! She's excited, and you should be too!!

How is RYC maintaining their commitment to running great regattas with this year's Lightning NAs?

"The club is set up well to run regattas both ashore and on the water. RYC loves having regattas! Hank Stuart, our Principal Race Officer, has assembled an awesome team to provide a top notch race committee for the event. It is always a pleasure to race on Hank's race course—he keeps you informed and entertained on the radio!"

What are some of the reasons to attend the event?

"First of all, the sailing is typically great mid-August. The race course is a quick sail out the Genesee River into the clean fresh waters of Lake Ontario. You don't get much boat traffic/motor boat wakes like you can in other venues. On shore, the club is very welcoming, with a great deck off the Burgee Bar to relax, a pool/snack bar, and dining options. The whole family is welcome to enjoy the facility—guests cards will be ready for you when you arrive. We will

have free beer after racing each day, provided by Saranac Beer, and scheduled debriefs from race winners and Class notables."

RYC will also be offering a Kids Camp Monday, August 15 through Friday, August 19. Don't worry if we're on the water late; they're covered with Kids Camp! There will be swimming, sailing, arts and crafts, and a field trip to the Strong Museum of Play!

We've got lots of activities planned, including a field trip to Seabreeze Amusement Park Friday, August 12, for the Juniors and a food truck party Monday, August 15.

Is there something that you're most excited for about the NAs?

"Getting so many of our members excited about Lightning sailing. Fleet #52 is re-activated! We are excited about the variety of ages we have excited about Lightning sailing as well."

What is your goal for the event as a whole as Regatta Chair?

"A fun relaxed atmosphere with good sailing conditions, fun racing and good camaraderie of sailors after sailing."

What would you say to someone who is still deciding whether or not to come to the NAs?

"Once you get here, we will take great care of you. There are many hotel options, staying on a boat in the basin, motor homes at Shumway Marine next door and members who have offered beds in their homes."

So now you have it, folks! We're expecting a fun and enjoyable North American Championships this year, all we need is you! Register online today and get ready for some great sailing at RYC August 10-19!

Still looking for crew? Wanting to crew and don't have a boat? Sign up at the logistics board!

For more information, please visit the regatta websites.

WJMs:

<http://www.regattanetwork.com/event/11588>

NAs:

http://www.regattanetwork.com/event/11560#_home

Look in the NOR for information about registration reimbursement from the Limbaugh Fund for teams under 30 years of age.



Regatta Information
2016 Atlantic Coast Championships
Carolina Yacht Club
Wrightsville Beach, NC
July 15, 16 and 17, 2016

The 2005 and 2013 ACCs were successful and we anticipate providing the same facilities, race management and hospitality.

We will coordinate with the ILCA and anticipate the following schedule:

SCHEDULE OF EVENTS:

July 15th (Friday)

- Arrivals – Boats and trailers may be stored in the boat lot at the club.
- Lightning Clinic and practice races
- Registration / Check in
- Competitors Meeting
- Lightning Class social

July 16th (Saturday)

- Late Registration / Check in
- 1200 First Race - 3 races planned
- 1930 – 2100 Buffet dinner at CYC

July 17th (Sunday)

- 1100 First Start – 2 races planned
- Awards at CYC main room immediately after sailing

***Come and get an early
peek at next years North
American Championship
Venue! CYC will host the
2017 NAs
September 21-24!***

CAR PARKING: Once the boats are dropped off in the designated area, cars will be required to park on public streets and public parking areas. One parking pass, effective for the duration of the regatta, will be provided for each visiting boat.

BOAT LAUNCHING / HAULING: Boats will be hoist launched. There will be regatta volunteers to assist in the launching and hauling of boats. One hoist and a crane with an experienced operator will be provided

RACING AREA: Races will be sailed in Atlantic Ocean on the East side of the CYC access to the racing area is through Masonboro Inlet , a 30 to 45 minute sail.

VENUE INFORMATION:

The following links offer a view of our town, club and sailing venue:

<http://www.lightningclass.org/racing/results/2013/acc/acc.asp>

http://www.onedesign.com/One%20Design%20NA/tabid/23032/Default.aspx?news_id=4503

<http://www.carolinayachtclub.org/>

Ocean Sailing at It's Finest!!

How Can You Support the ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

- **The ILCA Fund**
- **The Boat Grant Program**
- **The Limbaugh Fund**
- **The Mary Huntsman History Fund**
- **Annual Operations Support**

The ILCA Fund

Charter of the Fund

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

The ILCA Fund supports the US Sailing award winning Lightning Boat Grant Program and the International Fleet Development Initiative.

Fund Directors: [Steve Davis](#), [Bill Fastiggi](#), [John Faus](#), [Paco Sola Tanca](#), [David Starck](#)

The Boat Grant Program

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: the past seven summers the Class provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and National regattas.

The Limbaugh Fund

Charter of the Fund

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen & Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

Use of the Fund

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

Fund Directors: [Michael Huffman](#), [Kip Hamblet](#), [Matt Fisher](#), [Current Class Treasurer](#)

The Mary Huntsman History Fund

Charter of the Fund

The Mary Huntsman History Fund's primary objective is to help recover and properly preserve the Lightning Class heritage. The Fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class, and who was the first to hold the Historian VP position when it was established. Under her Presidency, Mary secured the purchase of Lightning number one and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat has been restored and is displayed.

Use of the Fund

The Mary Huntsman Lightning History Fund was formed in 2004. Its primary objective is to help recover Lightning memorabilia and properly preserve Class heritage.

Fund Directors: [Clayton Gray](#), [Rob Ruhlman](#), [John Faus](#)

Annual Operations Support

Use of the Support

Donations help out the day to day operations of the Class. Helps support the historical recorded keeping, communication with the nearly 1,800 members and 150 fleets world-wide, the maintenance of the website and the ability to service the membership and respond to new inquiries about the Class while keeping the Annual Membership Dues affordable.

The laws of the U.S. permit its citizens to choose how to dispose of possessions at death. The ILCA has been granted status as a 501(c)3 charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from US income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

Donate to the International Lightning Class Association!

* Name: _____ * _____ Address: _____
* City: _____ State: _____ * Zip Code: _____ * Country: _____
* Home Telephone: _____ Work Telephone: _____
* Email: _____

The International Lightning Class is a 501(c) 3 organization and all donations are tax deductible in the USA. Donations at the Supporting Membership level (\$50) and higher will receive a Gold Circle, a special decal which goes under your regular boat decal, to acknowledge your generous support of the ILCA.

Donate to the **ILCA Fund** \$ _____
Donate to the **History Fund** \$ _____
Donate to the **Limbaugh Fund** \$ _____
Donate to the **Boat Grant Program** \$ _____
Donate to the **Annual Operating Fund** \$ _____

* Card Number:

* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

Send your membership form and credit card information or check to:

International Lightning Class Association
1528 Big Bass Dr
Tarpon Springs, Florida 34689

Your donation will be recognized in the ILCA Yearbook as follows:

- Benefactor \$500 or more
- Donor \$100 or more
- Supporting \$50 or more
- Contributing \$20 or more

How may Gifts be Made During Your Lifetime?

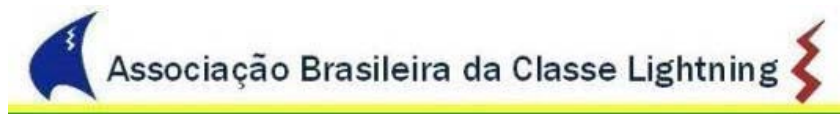
Gifts of Cash: A gift of cash during a person's lifetime is the simplest type of gift. These can be made in person or anonymously, directly or on behalf of another person. Gifts within a year are deductible from that year's income taxes. You may send a check to the ILCA at any time or include an extra amount of money in the renewal form when you pay your membership every year.

Gifts of Marketable Securities and Investment Real Estate: Gifts of appreciated securities and real estate held for investment purposes are often more beneficial to the donor than gifts of cash. When such items are donated, the donor receives a contribution deduction equal to the current market value of the security and generally, the excess of the market value over the donor's cost basis is not taxed. Often it can be advantageous to donate substantially appreciated items than to sell them and pay the capital gains tax.

Gifts through Wills: Remembering The ILCA in your will is another method of giving. Such a gift is deductible in calculating estate taxes. Provisions for the gift may be included in the body of the will or by adding a simple codicil. If you desire to establish a separate memorial gift within either the ILCA Fund or "Limbaugh" Fund, or to specify the purpose of the gift, this may be done by so stating in the provisions of the will.

Gifts of Boats and Equipment: You may consider donating your boat and equipment to the ILCA, thereby helping make them available to newcomers. You can deduct the fair market value of your donation from your income or estate taxes. It may be more advantageous for you to give the boat to the class than to sell it. The Class has the procedures in place to facilitate making this important gift.

There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy. We hope you will consider planning an ILCA donation, always informed, by appropriate legal and financial counsel.



AVISO DE REGATA
62º Campeonato Sudamericano da Classe Lightning
De 15 al 18 de Diciembre 2016
Represa de Guarapiranga, São Paulo – Brasil

Notice of Race

62nd Lightning South American Championship
December 15-18, 2016
Guarapiranga, São Paulo - Brazil

Schedule

Thursday, 15 December

09h00 - 18h00 Measurements and Registration

14h00 Practice Race

19h00 Opening Ceremony

Friday, 16 December

10h00 Skippers Meeting

12h30 Race 1, 2 and 3

Saturday, 17 December

12h30 Race 4, 5 and 6

Sunday, 18 December

12h30 Race 7, 8 and 9

17h00 Boat Delivery

19h00 Awards Ceremony and Closing Dinner



Full NOR is posted on the ILCA Event Calendar. Registration will close on October 1, 2016.

Additional Information:

Yacht Club Santo Amaro

Marcos Biekarck

+55 11 56878847

gerencia@ycsa.com.br



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Lightning Family News

Troché Wedding



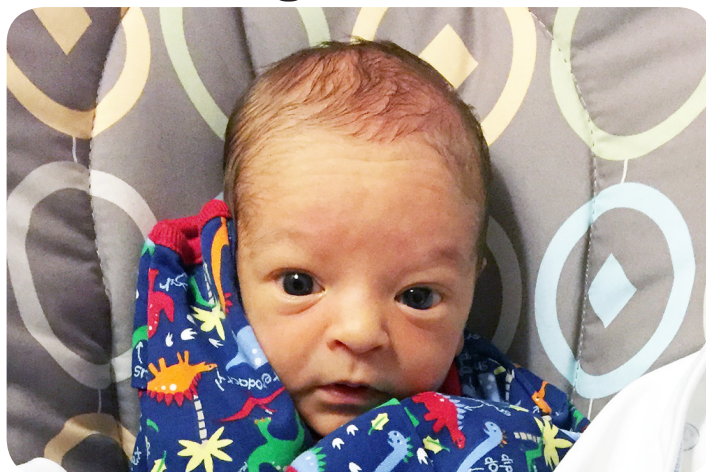
Nick Troché and Stephanie Rosenbaum of Sloop Dogg (14060) were married May 14, 2016 in New Orleans aboard the Creole Queen Paddlewheeler on the Mississippi River after Nick proposed using Sloop Dogg's spinnaker in a race last spring. Stephanie and Nick met as college sailors and have been sailing together on Sloop Dogg since 2013. They currently sail out of Lancaster, Pennsylvania, and are both originally from the Buffalo, New York, area.

Just Launched— Robert Graeme Ruhlman



Robert Graeme Ruhlman is a happy addition to the Ruhlman Family! Ryan, Tesse and big sister Alei welcomed baby Graeme on March 21. We will have another birthday to celebrate during the Southern Circuit!

Just Launched— William George Brown V



William George Brown V sailed into the world on May 12, 2016 in New York City. He was 6 lbs and 19 1/2 inches long. Everyone is happy and healthy.
—Will & Leigh Brown

8 Bells – Robert J Robinson



Partners in Crime: Bob Robinson (left) with Anne Allen and Joe Starck

Robert J. Robinson sailed across the final finish line on Thursday, May 26 in Buffalo, New York, at the age of 79 years.

A life-long sailor, his father taught him how to sail at Sandy Beach Yacht Club on their Lightning #4870 "Debbie J." Bob was always the type to be a quiet guiding force behind the scenes. During a time when Buffalo Canoe Club in Ridgeway, Ontario, had started to drift away from its sailing and racing roots, Bob kept a firm hand on the helm, coming back to the Board after his term of Commodore to serve as Fleet Captain for several years so as to insure that racing, notably one-design, was the focal point of the club.

Over the past twenty years, Bob has been serving as the Club's lead Race Officer, particularly involved with the Lightning Class. Bob's son, Kevin Robinson, is the current BCC Commodore. are now or their 4th generation of Robinson Lightning Sailors. are now or their 4th generation of Robinson Lightning Sailors.

Bob's vision and leadership will be missed.

Help Support the ILCA — Shop in the Class Store

<http://www.lightningclass.org/marketplace/store/logoItems/index.asp>

Sale



Fruit of the Loom 12 oz. Hooded sweatshirt, athletic gray —

Regular price of \$40, ON SALE for \$35

Sale



70% cotton, 30% polyester preshrunk blend fleece, crew neck. Safety Orange, Safari, Cyber pink, Carolina blue, Red. Adult and youth sizes. —

Regular price of \$25, ON SALE for \$20



Lightning D-Ring or Leather Buckle Belt —\$20



Lightning Key Ring —\$5



NEW color choice!



Sun Block Hat —\$24



Half zipper, embroidered fleece. Navy or Tweed —\$40



Custom printed Lightning silk neckties —\$35



Lightning Boat Hat —\$20



Thick-Stich Cap Navy or chocolate —\$20



Cotton Twill Cap by Hyp —\$20



Sun Block Neck Drape Lightning Hat —\$28



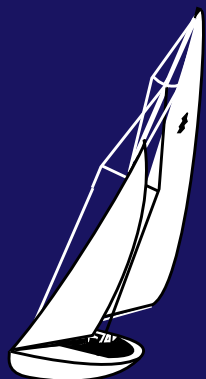
Anvil Visor, available red, white, blue, khaki—\$20



Four Lightning training DVDs — \$99.95

Go to the Lightning Class Store:

<http://www.lightningclass.org/marketplace/store/logoItems/index.asp>



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

From the Desk of the Class Historian

by Corky Gray

The Lightning in War and Peace

Part Two

A Little Blue Spinnaker

1940–1942

The twenty-first century Lightning, made with a plastic hull, stiff polyester sails and an aluminum mast, would look very different to the sailors sailing the early nineteen forty's Lightning made from cedar, cotton and spruce. However, they would recognize the sail in the spinnaker bag. Remarkably unchanged, compared to everything else in the boat, the nylon spinnaker was made from fabric woven in the rip stop pattern, fine threads with a network of heavier thread worked in. This is the 'checkerboard' pattern we see in our chutes.

A pattern developed for military parachutes to resist tearing. The shaping of the early chute was similar to today's chute in the attempt to shape panels into a smooth, ideal shape with large shoulders. Better cloth finishes and computer modeling gives us a faster sail today, but in many ways we are sailing with a 'living fossil' from our early days. The development of this sail would be the first of several turning points in the history of the Lightning, where the choice would have to be made to advance with new developments and materials or hang back with traditional ways. Some changes would go smoothly, and some would shake the Class to its core. The Lightning Class would give the sailing world the modern small boat spinnaker but would find itself divided as whether to do so.

The 1940 New York Motor Boat Show would again open with a Skaneateles Lightning in its "blue sea of

cellophane" and a competitor, the big Dunphy Boat Company, would also display a Lightning. The New York Times would report that Skaneateles "hoisted a blue spinnaker and kept it full with an electric fan that made almost as fair a breeze as is offered off Parsonage Point." This sail, made from cotton, was a little smaller and stiffened with yarn on the edges to help it keep its shape in the hall. In fact, this sail would be presented stuffed into the national championship trophy for many years.

Spinnakers were unusual on small centerboarders of the day. In fact they were not allowed in Barnegat Bay regattas, and an exception had to be made allowing them to be used at the first Lightning Nationals at Bay Head. The Lightning was a very advanced design with the long waterline and tall mast. The spinnaker was proportionally larger than those found on keelboats. The original sail plan for the Lightning does not show a spinnaker, but the specs give height and foot measurements for one. In the nineteen thirties, sailmakers generally built a spinnaker as a triangular sail with the greatest width at the foot of the sail. However, some sailmakers were experimenting with Manfred Curry's 'parachute' concept. This approach had sailmakers carrying the width up into the body of the sail, making for broad shoulders and a much bigger sail. Today, this shape looks normal to us, but back then there was an outcry among many Lightning sailors, claiming that such a sail was too much for the Lightning and insisted that they be banned.



Figure 1. Richard Bertram accepting the National Championship Trophy with the blue spinnaker in 1947 at Buffalo Canoe Club. The gentleman seated to the left is Karl Smither, one of our founding fathers.

The early officers of the Class understood that for the boat to be a successful racer it must be seen as a leader in advancing design. To guide the Class, a committee was formed to study the issue. The Spinnaker Committee would hire Olin Stephens and the then preeminent sailmaker, George Ratsey, to develop a new sail plan for a spinnaker suitable for the Lightning. The result was a sail with the modern large shoulders controlled by a new clever measurement, called a 'girth measurement,' that would control the size of the sail. This is now found in most all classes today.

The techniques first developed to fly the spinnaker would seem to the twenty first century sailor a little crazy. Instructions found in the earliest yearbooks are summarized as follows: In readiness to set the spinnaker the sheet and the guy are snapped to the forward shrouds. The sail is placed unattached on the foredeck and held in place with a light line around it secured to a wooden belaying pin on the pin rail behind the mast. At the mark rounding a crewman would stand on the deck and attach the guy to the end of the pole and attach the pole to the mast. Then he would wrap his arms around the sail to feed it up the rig after another crew attaches the halyard and pulls the sail up. The instructions emphasizes that "no other lines should be attached to the sail". Once the sail was up a corner was caught and attached to the sheet. The other corner was caught and passed forward to the man on the deck to be attached to the spinnaker pole. The sail was flown much like we do today keeping a little curl in the luff. The sheet and guy were hand held giving us the term "flying the kite". Turning blocks were not used except on very tight reaches when the sheet was dropped behind an odd looking cleat on the aft deck that had a shive worked in. The clew was usually positioned by having the spinnaker man move fore or aft hand holding the sheet "regardless of the proper weight distribution in the boat." While this sounds clumsy now, the Class would pioneer the development of the modern small boat spinnaker.

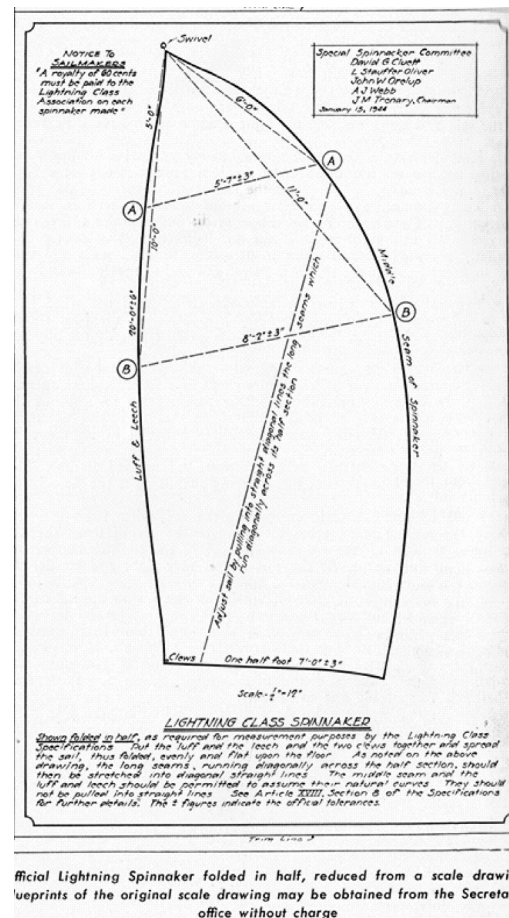


Figure 2. Modern spinnaker measurements.

The war in Europe was spreading world-wide, and the country was preparing for the effort to supply those who were to fight it. Materials were developed for advanced weapons. Some in short supply, like the then exotic aluminum or silk for parachutes, were banned from use in the Lightning. An exception was made for the new miracle cloth called nylon. Its characteristics would make for superior spinnakers. The door was left open for its use as it became more available. The shortage of aluminum for aircraft pushed the military to award contracts to people who could develop alternative methods for making smooth, curved, aerodynamic shapes for fuselage and nacelles.

Others in the marine trades would find work in building the boats and ships for the Navy and Marine Corps. Sparkman & Stephens was asked to make the big GM Army truck 'amphibious' for the Marine Corps. Young Bob Lippincott would go to New York to work in the shipyards and learn the boat-building trade. His brother Howard would serve in the Merchant Marine. Just out of the University of Michigan's school of Naval



Figure 3. Setting the spinnaker the old way

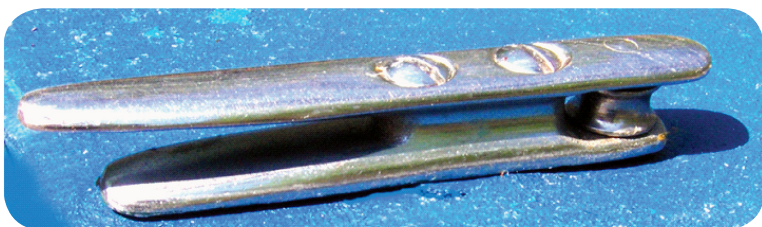


Figure 5. These fittings were carried on the aft deck for the sheet when tight reaching

Architecture young Elwood Etchells would go to Seattle to work in the shipyards. 'Skip' to his friends, he would pick up a copy of the January, 1941 *Yachting* magazine that had an article about some tank testing done with model Star Class boats. The tests would show that if the two inch hull measurement tolerance was exploited a boat with a flatter run and higher chines would sail a little faster. He looked up one of the designers involved in the tests, a fellow UM alum Phil Spalding working in Seattle. Spalding, who would go on to develop the big Seattle and Alaskan ferryboats, shared all the information he had on the tests. Skip would take this and build a Star with lines that pushed the limits. The boat proved exceptionally fast. Many years later after the war, he would use the same approach in building the Lightning, sparking a measurement controversy and a lawsuit that would shake the Lightning Class.

Despite the coming war, the Lightning Class was growing much like the Snipe Class had. Small shops, large manufacturers and amateur builders were churning out the boats.

The boat would be built in other countries. The first were in Switzerland where Fleet #48 would build eighteen boats. Next would be one built in Chile, then six in Columbia and eight in Brazil. Furthest from where the Lightning was born, a boat was built in the far off Hawaiian Islands. Carl Ackerman was stationed at Pearl Harbor, far from the bustle of a country gearing up for war. Having built Lightning #673, he had

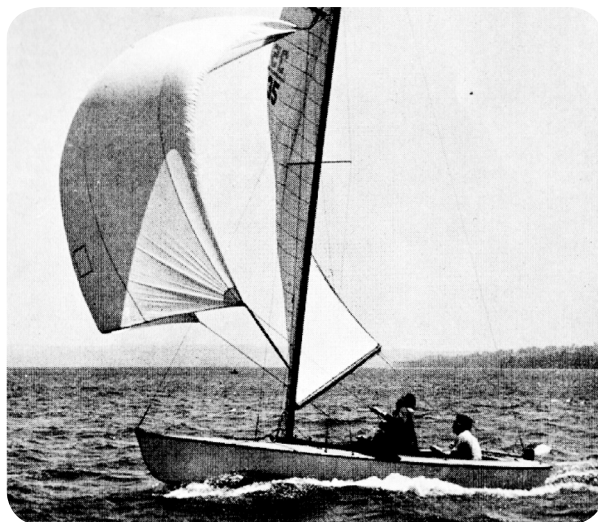


Figure 4. Championship technique. First Champ John Barnes. Note sheet and guy are hand held. Boom vang?



Figure 6. Molded mahogany Hydrolite dingy. Note the veneer pattern what we see in wooden Thistles

one of the fastest boats in the Pearl Harbor Yacht Club, a real threat to the older Star Class boats.

The club held races every other Sunday in the harbor. Starting off the club docks in the top of the harbor, they would race out toward the ocean, then around Ford Island passing the moored Navy ships lined up along the waterfront, and return to the finish at the club docks.

On a Sunday morning, two weeks after the last races held on November 21, Lightning #673 was at the club awaiting that afternoons scheduled racing. Around 7:30 AM the morning breeze settled in, prevailing northeasterly. Just before eight a training flight dropped off the far ridge. Throttled back, they were seen more than heard. Gliding just off the water, they banked slightly left heading for the island. Explosions rocked the harbor. The Pearl Harbor Yacht Club would never race there again. Members of the Lightning Class and the boat itself were going to war.



社説新日報大・社説新日報京東

る上く高往水し中命需急に板破軍マボクオ、致全戦終其の機未既

Now Available in the ILCA Class Store Mini Bolt Trophies

These Mini Bolt Flashes are perfect for custom trophies for your regatta, District or Fleet — AND ALL sales benefit the ILCA Fund!

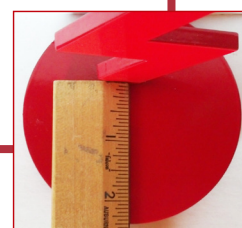
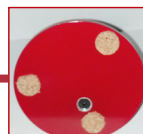
These custom-made aluminum trophies have been waterjet cut and powder coated in a brilliant red finish. Each piece weighs 7 oz., is 6 1/4" tall and the base is 3 3/4" round. The base has plenty of room for a custom engraved plaque (plaques are not included).

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Trophies are \$25 each plus shipping. To place an order please contact the Class Office at (727) 942-7969 or office@lightningclass.org

A very special thank you to Jason Bemis from Fleet 187 in Sheboygan, Wisconsin, for graciously donating these trophies to the Class!

All sales will go towards the ILCA Fund





Bay City Yacht Club Boat Grant

This season Fleet 216 sailing out of the Bay City Yacht Club (BCYC) is embarking on our own version of the ILCA Junior Program. This is after many years of discussion in regards to fleet building, club building and promoting our sport and class.

We don't have a juniors program at BCYC, so we needed to think further outside the box to generate the audience who would be our demographic. Terry Hart, BCYC Commodore and Fleet 216 member, and myself put a program together that made sense to our fleet, but we had to get the buy in from the other two organizations that would need to agree to make this work. One was our club, BCYC, and the other was Saginaw Bay Community Sailing Association (SBCSA).

SBCSA (www.sbcса.org) is a local nonprofit that was organized to promote and teach the sport of sailing in mid-Michigan. The mission of the SBCSA is to provide affordable sailing lessons and affordable access to sailing for the youth and adults of the mid-Michigan area, to promote interest in sailing as a life-long sport, and to develop teamwork, sportsmanship and self-confidence in our students through experiential learning. Organized in 1995, SBCSA has, through the efforts and donations of its volunteers, built a fleet of prams, dinghies and keel boats to teach sailing and for member use. Many of

the volunteers/members are also local sailors in Fleet 216 and the BCYC.

With very few weeks, all three organizations felt this was a worthy adventure to promote sailing. The responsibilities were split up among the organizations, and commitments solidified into a very good program that should benefit us all.

BCYC graciously provides a one year One-Design membership and dry sail slip to the chosen team. SBCSA provides a competitive Lightning and is also responsible for choosing the "grantee" each season from an application process. Fleet 216 provides a competitive set of sails and a mentor team to work with the boat grant team throughout the season. The "grantee" team is responsible for fleet dues, boat maintenance and being active in the Fleet and at our regatta. They are encouraged to travel to other district regattas too and are offered the boat at a reasonable cost at the end of the season. One last onus on the "grantee" will be to document and share their experience. I will keep the ILCA up to date on our progress.

Through this program we believe we will see growth in our sport. We will see new members of BCYC, Fleet 216 and the ILCA. SBCSA will see member growth but also will fill a gap in their program from pram to the keel boat with a great opportunity to sail Lightnings.

—Matt Princing

10th Anniversary of the ILCA Boat Grant Program

In 2007 ILCA Class members Bill Fastiggi and Allan Terhune, Jr. brought an out-of-the-box concept to conception. They were awarded the 2007 US Sailing Leadership Award for their efforts in launching what would become a benchmark program across the sailing community. The Program gives selected young sailors an opportunity to experience Lightning racing at its best. By providing opportunities for young adult sailors to experience the Lightning, we are helping to ensure the ILCA will be strong for many more years to come.

To date, 29 teams/90+ participants have been introduced to the Lightning Class through the Program. Many are still actively involved in the Class, and nine recipients have purchased their own Lightning. These numbers will continue to grow as these young teams get older. This program is funded by the ILCA Fund and annual donations from members.

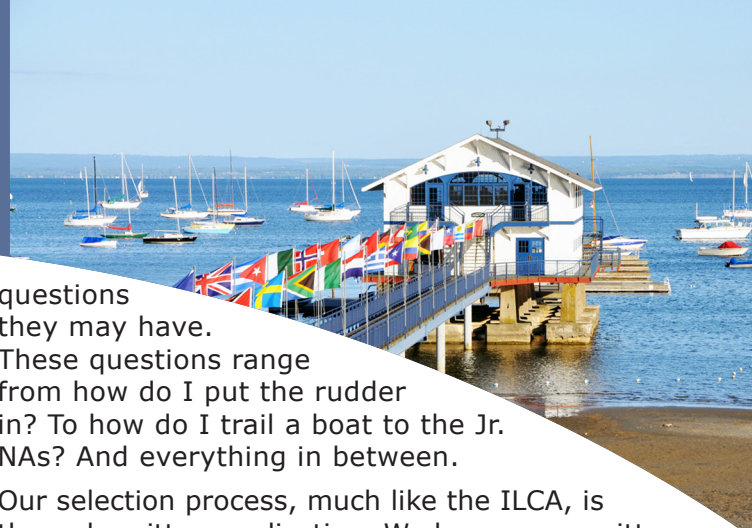
2016 recipients have been announced: Gordon Wolcott of Virginia Beach, VA/University of VA Alumni and Andreas Adam of Annapolis, MD/SUNY Maritime and our first recipient in South America, Daniel Mendoza of Peru. Learn more about these Teams on the ILCA website:

<http://www.lightningclass.org/racing/boatGrant/index.asp>

The success of this program has helped to spur other Boat Grant or Junior Programs within individual Fleets. Three of those programs are featured in this issue.

Buffalo Canoe Club

Boat Grant



Whenever I go to another club with my kids for a junior event or to a Lightning regatta I always get asked about the BCC and how we have been able to build our junior programs as well as our Lightning fleet. The simple answer is that it takes an idea and persistence. The long answer is ideas, time, resources, capital, like-minded people, and persistence. One of the tools we used to help build our lightning fleet started nine years ago when we followed the ILCA's lead and started a local Boat Grant program. Sounds simple and frankly it is. The impact on our fleet has been impressive, with families of six participants purchasing boats.

Next, I will describe how we put our program together. Every club/fleet/district will have its own opportunities and challenges so I encourage you to consider how you might make something similar happen in your area.

First, we coordinated several members willing to make donations with a fleet member who offered to sell his competitive lightning (14672) at a reasonable price. We then formed two committees one to maintain the boat and one to act as the selection committee. Our members also stepped up by making donations of their used lines and equipment. In order to pay for any needed upgrades we use proceeds from our fleet dues. Last, but not least, we mentor these kids as a fleet and answer any

questions they may have.

These questions range from how do I put the rudder in? To how do I trail a boat to the Jr. NAs? And everything in between.

Our selection process, much like the ILCA, is through written application. We have a committee of three to keep it small and cut down on the possibility of ties. When there is a conflict of interest on the selection committee (which is not uncommon, considering the close ties we all have), we simply replace the conflicted party if necessary. We ask our applicants to apply as a team and include resumes, essays on why their team should receive the grant, and two letters of recommendation. Our application deadline is April 30th annually and the selection committee usually has awarded the grant by mid-May.

Once the decision is made the recipient team gets the boat to use for the season. They are responsible for the upkeep of the boat, storage fees, and insurance. They are also asked to USE the boat. We expect that they are out for every week night race, participate in local regattas, as well as the Junior NAs. We also ask that they are part of our BCC Jr. Lightning Team, for which practices are held twice weekly throughout the summer.

Our fleet has really focused on junior sailors as the future of our club as well as our Class. If we don't develop and grow junior sailors in Lightnings, we run the risk of them gravitating to the latest and greatest sprit boat, and never experiencing the great competition and camaraderie of the Lightning Class. It has been truly fantastic to watch young sailors become Lightning loyalists, and watching their families appreciate the life experience this brings. My involvement has been a very rewarding experience and I recommend that you all give it a try.

—Kevin Robinson, BCC Commodore



Press Release

Since 2008, through generous donations from the members of the Buffalo Canoe Club, Fleet 12 has had the ability to grant a junior team the use of a Lightning for the season. The recipient team gets mentored by our fleet, and the only thing that is asked of the team is that they sail in the ILCA Junior North American Championship and use the boat. Four of our boat grant teams have also qualified for the ILCA Youth World Championships.

This year we are pleased to announce that Colin Ray, Aidan Young, and Tess Weber are the recipients of the 2016 BCC Lightning Boat Grant boat. The BCC Lightning traditions continue, as all three of these kids are third generation Lightning sailors.

Metedeconk River Yacht Club Junior Program



Metedeconk River Yacht Club has been extremely fortunate to have been graced with the generosity of two individuals within the last year. Both were active Lightning sailors for many years and have contributed immensely to this Class. Jim Carson started sailing Lightnings in 1949, was the Class President in 1971 and was instrumental in bringing eager juniors into one-design racing through our Advanced Lightning Class here at Metedeconk. Many kids became his crew. Several of them went on to skipper their own boats and became North American and World Champions. Jim has always provided his time by teaching and also lending his boats and gear across the years to help build the Class and nurture a fervent love of the sport. Now he stepped up by offering up his Lightning, along with other supporting equipment, at an extremely generous price so that our newest juniors can have it to continue the Lightning tradition.

Money was raised for the purchase, under the direction of a group here called the "Mermates." The goal was to purchase an additional Lightning for use by our juniors in the Wednesday night class. Our memberships' generosity and enthusiasm for the advance juniors was remarkable.

The funds were raised through several avenues. We had a raffle for a preferred parking spot at the club. Our juniors raffled off some items from US Sailing at different events. And the whopper was the fundraising party which was put on to celebrate the Mermates 50th Anniversary. They cited that our advanced sailing program has been four decades in the making, and it was our responsibility to keep it going for the newest young sailors. Plus, many of the Mermates had kids that went through the Class, and some even have kids and grandkids involved now. In addition, Vivian Dooren, the most proficient person we have ever met when it comes to raising money, took it upon herself to reach out to every influential member of Metedeconk to help make it happen.

Enough money was raised to not only buy Jim's boat but to also enough to make an offer on a second boat from another long time Lightning sailor, Franz Schneider of Little Egg Harbor. Franz was active as a District Measurer for several years and brought many upcoming sailors into the Class as well. He had listed his boat for sale so we approached him about wanting to buy it for our Juniors. We didn't have nearly enough to reach his initial asking price but in the same fashion as Jim he wanted to help increase junior activity in the Lightning Class so he graciously agreed to sell us his boat for a fraction of the asking price.



We can't thank Jim and Franz enough for allowing us to continue what has now become a rite of passage here at our club. These boats will also allow our juniors to compete at the state and national level. We know the juniors will enjoy it and hope that this will continue for many years to come.

—Mitch Hnatt and Russell Schon



Know the Rules: US Sailing Appendix T

The Basic Principles of Sailing include Sportsmanship and the Rules. Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.

For the most part, Lightning sailors exhibit a high level of sportsmanship. We can should continue this and strive to do even better. Learning the rules will help achieve this goal.

US Sailing Prescriptions you may see in Sailing Instructions

A Prescription? But I haven't been to the Doctor!!

Appendix T – Alternate Procedures for Dispute Resolution

This applies **ONLY** if the Sailing Instructions so state. Their intent is to improve rules compliance, and thus reduce disgruntled competitors!

Section A – Penalties While Racing

If Section A applies, rule T1 shall be included in the Sailing Instructions

T1 Penalties at the Time of the Incident

The first two sentences of rule 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

Huh? This just means if you break a rule anywhere on the course except in the zone of a turning mark, your penalty is only One Turn. So if you think you might have broken a rule, do a circle and make everyone happy.

For a Sanctioned Lightning event, we already have the following rule:

"The two turns penalty as provided in RRS Rule 44 will apply with the additional provision that when an infringing yacht has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one full turn instead of two. The Notice of Race and Sailing Instructions shall include this provision. This changes RRS 44 and shall be included in the Sailing Instructions to be valid. (Document Governing All Sanctioned Lightning Class Championships Article VIII—Racing Conditions #9)

So—if you are sailing under Appendix T, Section A, rule T1 and you foul someone while your spinnaker is drawing and you are outside the zone, you can take a one turn penalty and disregard your spinnaker orientation. While it is ill-advised to take a turn with your spinnaker up, doing so would not affect your compliance with T1.

Section B – Post Race Penalties

T2 Penalties Taken After a Race

T2.1 After a race, a boat that may have broken a rule of Part 2 or rule 31 while racing may take a Post Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1 (a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred.

T2.2 The Post-Race Penalty shall be

- (a) 20%, if taken before the protest time limit, or**
- (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.**

Example: Susie Skipper and Sammy Sailor are involved in an incident on the race course. They both believe they are in the right, so they protest. Once on shore, after referring to her rule book and talking to Mortimer Mentor, Susie realizes she was very likely at fault. She informs the Race Committee in writing and receives a scoring penalty rather than a likely DSQ. (And, of course, she apologizes to Sammy Sailor that she was not more familiar with the rules). Everyone is happy!



RACING RULES OF SAILING
2013 - 2016

Know the Rules: Arbitration

Arbitration: What is it? How does it work?

Special Thanks to United4Sailing.org for permission to reprint:
<https://www.united4sailing.org/article.php?no=28&lang=uk>

Arbitration is simply a short meeting between the sailors involved in a protest and a rules expert (the Arbitrator) that takes place before the protest hearing. The purpose of Arbitration is:

The purpose of arbitration is:

- to speed up the protest process;
- to give sailors a chance to take a much less severe penalty than disqualification when they realize they have broken a rule;
- to keep protests that do not actually involve a rules breach out of the protest room;
- to help sailors to learn the rules.

How Arbitration Works:

Assume Boat A is Protesting Boat B.

After the race, Boat A will deliver her written protest within the time limit.

If the protest involves a rule in Part 2, When Boats Meet (rules 10 - 22), then before going to the protest committee, the sailors from Boats A and B will first meet with an Arbitrator.

At the Arbitration meeting, only the Arbitrator and one representative of each boat are permitted to attend. No witnesses, no crew, no instructors, no parents, etc.).

The Arbitration meeting will be quick and informal. Both sailors describe what happened and answer questions the Arbitrator.

The Arbitrator will then give one of the following three opinions:

THE PROTEST IS INVALID or NO BOAT BROKE A RULE. If the protestor agrees, the protest may be withdrawn. If the protest is not withdrawn, the protest will be handled in a regular protest hearing

ONE OR BOTH BOATS BROKE A RULE. If so, the boat(s) at fault may take the Arbitration 30% scoring penalty, see SI 16.2, and if the protestor agrees, the protest may be withdrawn. If the protest is not withdrawn, the protest will be handled in a regular protest hearing.

THE ARBITER DECIDES THAT A PROTEST HEARING IS NECESSARY. The protest committee will handle the protest.

The Arbitrator cannot be a member of the protest committee for that protest, but he may attend the protest hearing as an observer and he may offer testimony.

The decision to accept a scoring penalty cannot be appealed, nor can redress be requested.

Arbitration as used here is consistent with the Racing Rules of Sailing. No rules in Part 5 (Protests, Redress, Hearings, Misconduct and Appeals) which protect the interests of the competitors are compromised by arbitration. All of the safeguards built into Part 5 Section A (Protests and Redress) and Part 5 Section B (Hearings and Decisions) remain in place. If the decision of the arbitrator is accepted by the protestor, the protest is withdrawn. If not, the protest remains and must be heard under the rules of Part 5 by the protest committee. See RRS 63.1 (Requirement for a Hearing).

It is good to understand that if a boat accepts an arbitration scoring penalty, that this is a penalty under RRS 44.1 (see SI 16.2) which means that she shall not be penalized further with respect to the same incident. A protest hearing by the protest committee will not change this. On the other hand, a protest committee may decide, if needed, to penalize another party.

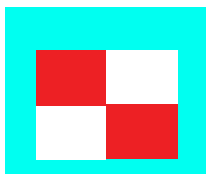
You have not won the race if in winning the race, you have lost the respect of your competitors.

—Paul Elvstrom, 4-time Olympic Gold Medalist



Use of Code Flag U During Starting Sequence

RACING RULES OF SAILING
2013 - 2016



Coming Soon to a Starting Sequence Near You!

Flag U = Red and white quarter squares

This is very similar to Black Flag with the exception that if the start becomes a general recall the penalty will be annulled. In normal circumstances if a Black Flag start is recalled the numbers of the boats BFD are posted and they are disqualified immediately and they may not sail in the race. Under flag U if the start is recalled everyone is entitled to sail the race. However the deterrent is still there because you don't know if the race will be recalled so you cannot count on that.

The Sailing Instruction that enacts the rule is as follows:

If Flag U has been displayed as the preparatory signal, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the Starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified she shall be disqualified without a hearing but not if the race is restarted or resailed or postponed or abandoned before the starting signal. This changes rule 26.



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How to Win a Regatta

Bertie Werley authored an article in the Winter 2015 Flashes about how she “won” the North Americans, while the final standings have her team finishing 16th. She considered her overall experience at the event worth more than any podium finish. (You can read her article by going to the “Resources” tab of www.lightningclass.org and choosing “eFlashes”).

I am lucky enough to see Bertie frequently at Lightning events, and I can argue that she helps many others “win” events simply by her presence.

Recently, I found myself atop the real-life, printed race standings at the St. Petersburg Winter Lightning Championship. How did I do it? I had a good team in Jared Drake and Adam Probst. With Bill Faude’s boat tuned to perfection by JD, speed was on our side. While our starts were inconsistent (my contribution!), we were able to find clean lanes and sail textbook from there. Finding ourselves leading after four races was a bonus after a very fun day on the water in St. Pete.

While Tom Farquhar, Todd Fedyszyn and the entire Race Committee team tried quite hard to get more races in over the next two days, Mother Nature got the best of us in the form of storms on Saturday and a dying breeze on Sunday. No races were sailed, but we did get on the water for a short time each day. Therefore, the results after the first day were final, and I can now claim the credentials to write an article about winning. I hope you will find my advice helps you achieve success!

My secrets to winning a regatta:

- 1) Compile a team you enjoy spending time with. You will spend many hours with these people in the form of driving, rigging, sailing, eating, lodging, de-rigging, etc. If their sailing talents boost your performance, this is a bonus. Make sure your time with them is full of laughs and illuminating conversation.
- 2) Plan your logistics in advance. How will your boat arrive? Does it help to double-deck with someone? Can you consolidate trips to the airport with another team?
- 3) Arrange suitable lodging. Find something that fits your budget and comfort level. Staying near the club and eliminating the parking factor can be a stress-reducer. I enjoy staying at the same hotel as other teams with an included breakfast. Catching up with old friends or strengthening new relationships over coffee each morning is a highlight of my regatta experience.
- 4) Plan ahead for your lunches. Can you purchase a bag lunch from the club? Make your own sandwiches? Bring a variety of fruit and bars? I like to come to the regatta pre-provisioned so a trip to the grocery does not interfere with my social time.
- 5) Know the regatta social schedule and fill in the gaps. If there are open nights, find another team or teams to go to dinner with. This is where friendships are formed and memories are made.
- 6) Enjoy yourself. Remember the adage “It’s the journey, not the destination”. Enjoy chatting with your dry sail area neighbors as you rig your boat. Reflect on the fact that you are sailing, and not sitting in an office chair or shoveling snow.
- 7) Learn something from every race, but don’t dwell on your mistakes. We all have good races and bad races. The Lightning Class is a very deep class with talent at all levels. You can learn something from everyone—take advantage of this!
- 8) Be a positive reflection of the Lightning Class. When you encounter staff or local members, be friendly and get to know them. Not only will they be more willing to have us back, you may meet a new friend!

That’s it. Notice I did not include race strategy or tuning advice. For me, like Bertie, “winning” a regatta has very little to do with my final results, but more with the entire experience. While I will always aim for good race results, good memories and new laugh lines are the only “hardware” I need to drive home with. Reaching the podium does have its benefit, however—the chance to publicly thank my team, the local volunteers and my fellow Lightning sailors for making our class such a valuable way to spend our time! —Debbie Probst





2016 Southern Circuit



Southern Circuit 1st Place
Team Gonzalez



Southern Circuit 2nd Place
Team Proctor



Southern Circuit 3rd Place
Team Allen



Southern Circuit-Humphrey New
Commer Award-Josh Putnam with his
crew Emily Aspland and Bill Wiggins



Southern Circuit-Davis Youth Award
Jenna Probst



Southern Circuit-Jack Mueller Grand
Master Award
Bill Mauk



Southern Circuit-Dr. George Peter
Great Grand Master Award
Lenny Krawcheck



Middle of Biscayne Bay and Middle of
Tampa Bay Trophies-Team 313, Bobby
Flack, Kevin Morin and Marcie Levey.
Missing Matt Morin who sailed Miami



Mid Winter Championship 1st Place
Team Gonzalez



Mid Winter Championship 2nd Place
Team Terhune



Mid Winter Championship 3rd Place
Team Proctor



Winter Championship 1st Place
Team Probst



Winter Championship 2nd Place
Team Zonnenberg



Masters' Winter Championship
1st Place-Team Fowler



Masters' Winter Championship
2nd Place-Team Krawcheck



Masters' Winter Championship
3rd Place-Team Jones



58th Annual Lightning Miami Midwinter Regatta
Coral Reef Yacht Club
13 - 16 March 2016



Pos	Bow#	Sail#	Boat Name	Skipper/Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Net
1	1	CHI 11011	Ojo De Lince	Tito Gonzalez / Trini Gonzalez / Alberto Gonzalez Jr	1	5	8	1	5	1	6	3	3	[8]	25
2	49	USA 15449	Dazzler	Allan Terhune, Jr. / Katie Terhune / Sarah Mergenthaler Chin	3	8	1	5	1	13	1	6	1	[13]	26
3	7	USA 15507	Veggie sub	Ched Proctor / Charlie Proctor / Paula Greassberger	5	1	3	9	4	3	9	1	6	[9]	32
4	9	USA 9	No Name	Thomas Allen / Karl Allen / Jenn Millar	2	2	2	3	2	2	10	10	29	[29]	33
5	56	USA 15456	I Can't Bear It	Joshua Goldman / Jo Ann Fisher / Jeff Eiber	4	3	7	27	6	7	8	5	8	[27]	48
6	45	USA 15545	PatStrong	David Starck / Tom/Joe Starck / Jody Starck	8	10/ SCP	5	10	3	8	4	2	14	[14]	50
7	17	USA 14777	Accumulated Habitual Patterns	Brian Taboada / Will Jeffers / Laura Jeffers	14	12	6	4	7	5	7	4	10	[14]	55
8	5	USA 15265	Bosler	Jeff Linton / Steve Davis / Amy Linton	7	11	4	8	8	14	5	12	5	[14]	60
9	51	USA 15532	Don't Look Good in Orange	Debbie Probst / Kristine Wake / Todd Wake	19	7	9	2	14	12	2	22	4	[22]	69
10	39	CHI 15399	Memphis	Victor Lobos / Sebastian Lobos / Alex Baker	12	6	12	13	11	4	17	17/ SCP	7	[17]	82
11	48	USA 15480	Dr. Nefario	William Faude / Jared Drake / Mike Schoendorf	16	10	11	14	10	10	3	24	18	[24]	92
12	3	USA 15473		Chris Hamilton / Terry Hamilton / Neal Fowler	13	9	10	7	17	16	12	9	16	[17]	92
13	46	USA 14866	Somethind Good	Bill Mauk / Jim England / Lori England	6	20	27	20	12	6	14	8	12	[27]	98
14	43	USA 15543	Running with Scissors	Josh Putnam / Bill Wiggins / Emily Aspland	9	13	15	22	19/ SCP	9	13	13	20	[22]	111
15	34	USA 11346	FOB	Stuart Nickerson / Kip Hamblet / Paige Robinson	21	15	23	6	18	22	19	7	26	[26]	131
16	13	USA 313		Matthew Morin / Kevin Morin / Bobby Flack	11	17	17	18	19	29	22	15	13	[29]	132
17	58	USA 15581	Pauw	John Faus / Matthew Schon / Caitlin Crann	17	16	18	30	16	21	15	23	15	[30]	141
18	35	USA 15285	Soul Sister II	John Sawyer / Becky Sawyer / Toby Wells	27	25.5	19	11	28	15	18	18	11	[28]	144.5
19	28	USA 15428		Richard Moyer / Helen Moyer / Gary Swangler	31	27	22	16	26	17	11	20	9	[31]	148
20	2	CAN 15082		Michael Holly Jr / Valerie Holly / Frank Atkinson	23	14	16	12	30	18	16	28	22	[30]	149
21	57	USA 15557	Pretty Girl	Lenny Krawcheck / Oliver Humphries / Abbie Probst	15	23	13	15	15	25	28	29	17	[29]	151
22	54	USA 15546	Must Be Present To Win	Philip Lange / Alister Thomson / Ainsley Thomson	28	18	24	19	9	11	21	27	28	[28]	157
23	6	USA 15206	Los Ninos De La Luna	William Hofmeister / Mandy Hofmeister / Ted Chapin	18	19	14	17	27	23	25	19	24	[27]	159
24	24	USA 14044		Kelly McGlynn / Abby Featherstone / Dominique Wright	26	29	20	23	32	19	26	21	2	[32]	166
25	12	USA 15512	Flying Circus	Mark Allen / Chris Vann / Alexander Lavalley	25	22	26	25	25	24	20	16	19	[26]	176
26	15	USA 15315	Quest	William Cabral / Raeyane Farrell / Norm Jarvis	29	21	33/ DNF	24	20	20	24	17	25	[33]	180
27	80	USA 14688	Mouette	Georges Peter / CH Ritt / Eva Burpee	10	28	33/ DNS	21	23	28	33/ DNS	14	27	[33]	184
28	55	USA 15055	Enigma	Hugh Hutchison / Mark Venables / Gary Hoffer	20	24	21	26	31	27	23	26	21	[31]	188
29	36	USA 15336	Impulse	Trevor Prior / Terry Naylor / Rick Doherty	24	25.5	25	31	22	26	30	25	23	[31]	200.5
30	59	FIN 15369	Drum	Lauri Hemming / Antti Varheenmaa / Maija Veiss	22	30	28	29	29	31	27	30	31	[31]	226
31	10	AUS 15510	Red Lightning	Ian Edwards / Lindy Edwards / Gary Schwantz	32	31	29	32	21	32	29	31	30	[32]	235
32	25	USA 14525	Spitfire	John Bates / Mike Wertz / Jim Smekal	30	32	30	28	24	30	31	32	32	[32]	237



St. Petersburg Yacht Club
69th Annual Winter Lightning Championship
March 17- 20, 2016



Pos	Bow#	Sail#	Boat Name	Skipper/Crew	R1	R2	R3	R4	Total
1	48	USA 15480	William's Girl	Debbie Probst / Adam Probst / William Faude / Jarrod Drake	1	3	6	4	14
2	17	USA 14777	I'd Rather Be Lucky	Michael Zonnenberg / Laura Jeffers / Will Jeffers	3	5	7	7	22
3	1	USA 11011	Ojo de Lince	Tito Gonzalez / Trinidad Gonzalez / Alberto Gonzalez	6	14	2	1	23
4	9	USA 9		Thomas Allen / Karl Allen / Jenn Millar	2	9	1	12	24
5	7	USA 15507	Veggie Sub	Ched Proctor / Charlie Proctor / Paula Grasberger	8	4	12	3	27
6	49	USA 15449	Dazzler	Allan Terhune, Jr / Katie Terhune / Darby Smith	7	12	5	8	32
7	3	USA 15473		Neal Fowler / Todd Wake / Terry Hamilton	16	1	13	6	36
8	5	USA 15265	Bosler	Steven Davis / Jeff Linton / Amy Linton	11	13	4	9	37
9	39	CAN 15495		Adam MacDonald / John Tomczak / Grace Tomczak	5	11	22	2	40
10	57	USA 15557	Pretty Girl	Lenny Krawcheck / Oliver Humphries / Meredith Ryan	21	2	20	20	63
11	4	USA 14748	Gen 5	Jeff Hayden / Luis Pawlowski / Steve Hayden	17	7	32	13	69
12	43	USA 15543	Running with Scissors	Josh Putnam / Emily Aspland / Bill Wiggins	14	10	23	22	69
13	56	USA 15456	I Can't Bear It	Joshua Goldman / Zach Steuer / Jon Guth	28	19	18	5	70
14	14	USA 15364	Legs	Gerry Paoli / Susan Paoli / Ian Moriarty	10	28	8	27	73
15	2	CAN 15082		Michael Holly Jr / Valerie Holly / Ernie Dieball	12	32	16	14	74
16	51	USA 15532	College Fund	Tanner Probst / Mya Webber / Jenna Probst	9	17	28	21	75
17	45	USA 15577	PatStrong	David Starck / Jody Starck / Tom Starck	4	47/OCS	14	11	76
18	34	USA 11346	FOB	Stuart Nickerson / Kip Hamblet / Christine Moloney	33	8	11	24	76
19	46	USA 14866	Somehind Good	Bill Mauk / Jim England / Lori England	22	23	21	10	76
20	21	USA 15172	Rocky	James Taylor / George Auer / Christen Walker	31	6	3	38	78
21	54	USA 15546	Must Be Present To Win	Philip Lange / Alistair Thomson / Alex Lange	13	31	15	25	84
22	13	USA 313		Matthew Morin / Marcie Levey / Kevin Morin	27	15	17	31	90
23	35	USA 15285	Soul Sister II	John Sawyer / Dan Morton / Jackson Morton	34/SCP	21	19	16	90
24	23	USA 14923	My Daughter's the Best!	Jack Jones / Harold Tomlinson / Tom King	19	18	25	29	91
25	31	USA 14737		Clerc Cooper / Timmy Crann / Katie Werley	41	24	9	18	92
26	50	USA 15555		Richard Hallagan / Rick Ten Eyck / Tom Schroder	32	16	10	40	98
27	44	USA 15566	Topflash2	Terry Burke / Bryan Burke / Joe Quick	20	33	27	19	99
28	58	USA 15581	Pauw	Matthew Schon / John Faus / Caitlin Crann	15	22	31	35	103
29	38	USA 15470		George Sipel / Bryan Bahler / Dan Synowiec	23	34	29	26	112
30	80	USA 14688	Mouette	Georges Peter / Eva Burpee / CH Ritt	18	47/OCS	34	15	114
31	11	USA 14176	No Name	Becca Hofmeister / Nick Turney / Paige Robinson	38	26	33	23	120
32	16	USA 14266	Greenwing	Carter Cameron / Paul Whitesides / John Cameron	34	20	24	44	122
33	12	USA 15512	Flying Circus	Mark Allen / Chris Vann / Alexander Lavalie	24	38	30	33	125
34	15	USA 15315	Quest	William Cabrall / Raeyane Farrell / Norm Jarvis	42	39	35	17	133
35	20	USA 15559	None	Jim Davis / Chris Davis / Les Lashaway	37	29	26	42	134
36	6	USA 15206	Los Ninos De La Luna	William Hofmeister / Mandy Hofmeister / Ted Chapin	29	25	38	43	135
37	28	USA 15428		Richard Moyer / Helen Moyer / Gary Swangler	26	36	43	30	135
38	22	USA 15255	One Bad Larry	Robert Savioe / Allison Knoles / William Mckenzie	30	37	40	28	135
39	18	USA 15308		William Killebrew / Michal Osborne / Kathy Osborne	44	30	36	32	142
40	59	FIN 15369	Drum	Lauri Hemming / Antti Varheenmaa / Maija Veiss	35	27	42	39	143
41	36	USA 15336	Impulse	Trevor Prior / Rick Doherty / Terry Naylor	43	35	41	34	153
42	55	USA 15055	Enigma	Hugh Hutchison / Gary Hoffer / Marc Venable	36	40	39	41	156
43	30	USA 7603	Progressive Plastics	Robert Astrove / David Teller / Doug Dixon	40	43	37	47/DNS	167
44	27	USA 14807	Second Chance	Rod Ratcliffe / Scott Potter / Eric Heller	46	42	45	36	169
45	10	AUS 15510	Red Lightning	Ian Edwards / Lindy Edwards / Gary Schwantz	45	44	44	37	170
46	25	USA 14525	Spitfire	John Bates / Mike Wertz / Jim Smekal	39	41	46	47/DNF	173



2016 Southern Circuit

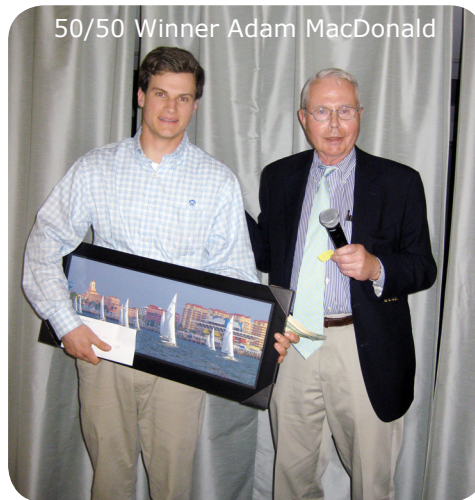
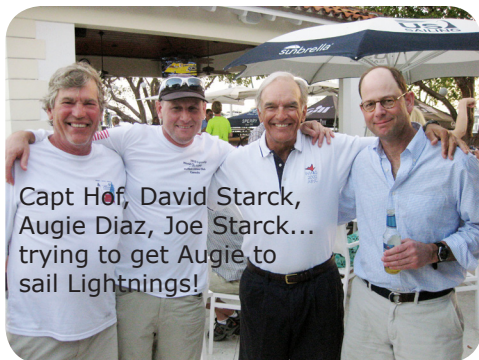


Mentor Program - Post Race
Debriefs Rocked!



Team Sawyer won a reserved parking
spot in Miami by registering early!





Southern Circuit Special Awards



Jeff Linton: George Fisher Sportsmanship Award

George believed sportsmanship involved following the rules on the race course but also included what you gave back to the sport and how one makes it better for other sailors. This award is very important because sailors "playing the game" the right way makes the Lightning Class what it is. Jeff has spent his life racing boats and is a champion in many class. He has worked hard at building his skills, sails and boats. He is a quiet by nature but happy to share his knowledge and help others. On the race course he is a true champion for his skills and competitive nature. However, what really stands out is his respect for all competitors. He'll use all the tricks in his bag but never pushes an advantage with the rules that is not there. Racing against him is truly a pleasure because you know you are going to have a tough but fair race. When you see Jeff's and his wife Amy's names on an entry list, you know that the regatta has not only become more competitive, but more fun on and off the water. Jeff has earned our respect as a true sportsman.



John Faus: Karl Smither Award

The Smither award is presented for service and mentorship in the Lightning Class. No one is a better example of this than John. He has served in almost every volunteer position in the Class, culminating with two years as President. His generosity with time and money has been extraordinary. This only scratches the surface of what John has done. He promotes Lightning sailing at his home club, Barnegat Light Yacht Club. While being PRO, John is able to start a race and simultaneously participate in that same race as a competitor!

John is also involved in the Boat Grant Program. He has sailed countless NAs and Worlds, usually crewing in his own boat, with young teams that may not have been able to participate entirely on their own accord. John seems to have a new boat at every regatta, just a part of his effort to get more boats built and sailing. The entire ILCA owes John a huge debt of gratitude, well done John!

Terry Hamilton: 5 years Service as Southern Circuit Chair



Terry dove headfirst into the job of Southern Circuit Chair before she had even been to a Circuit! Her energy, work ethic and contagious sense of fun is unmatched. For five years she has been largely responsible for the fun time we all have on the ILCA's annual trip South. This year Terry passed up a trip to Europe to watch her daughter sail in order to be at the Circuit. In her words, "I always finish what I start." Thank you, Terry, for all you have done for the Lightning Class.

Kathy Ahern: Appreciation Award

Kathy is a member of the St Petersburg Yacht Club and has volunteered her time as Regatta Chair for the Winter Championship for the past five years! She leads a great group that always goes above and beyond for us. Southern Circuit Chair, Terry Hamilton, presented Kathy with a token of our appreciation at this year's regatta. We look forward to working with Kathy, the other volunteers and staff from the St Petersburg Yacht Club in the future.



Carol Ewing: Appreciation Award

Carol has a soft spot in her heart for the Lightning Family. She has been involved in the Class and the Florida District for many years as a competitor, race organizer, race committee and friend. Most recently, she has served as the Regatta Chair and RC boat for the Midwinter Championship held out of Coral Reef Yacht Club in Miami. She has made sure the Lightning Sailors have been taken care of when we visit Miami. During the Midwinter Championship this year, President Lobos presented Carol with a framed photo of the Ewing Family boat "Great Scott." Thank you, Carol, for your many years of dedication and service to the Class.

2017 Southern Circuit – SAVE THE DATE!

2017 will mark the 70th Anniversary of the Winter Championship at the St. Petersburg Yacht Club. The Circuit will kick off in St Pete with racing March 19–21 (Sunday–Tuesday). Wednesday will be a travel day. The Circuit concludes with the Mid-Winter Championship in Miami at the Coral Reef Yacht Club on March 23–25 (Thursday–Saturday).

More information will be posted as we get closer to the regattas. In the mean time, **SAVE THE DATE**. Hotel block information is posted in the regatta calendar for the Hampton Inn in St Petersburg.

We are excited to announce that David Starck, Fleet 12, Buffalo, New York, and Bill Mauk, Fleet 226 Miami, Florida, are our new Co-Chairs for the Southern Circuit.



Debbie Probst – ILCA Life Member

The Southern Circuit is a great gathering of the Lightning Family, and during the banquet in St Pete this year, we honored Debbie Probst with ILCA Life Membership. Past President and Life Member Bill Faude gave the presentation.

Here are a few words from Bill:

Debbie Probst is an excellent Lightning Sailor. She has emerged victorious in at least one Atlantic Coast Championship and at least one Lightning Midwinter Regatta (she's not done yet)...both regattas had more than fifty starters.

Debbie Probst has raised three great children, all of whom are wonderfully different humans, all of whom she successfully got addicted to Lightning sailing.

Debbie Probst and her husband, Mr. Debbie Probst, can sail together without getting too angry. They even appear to enjoy it.

Debbie Probst can be intimidating because she is occasionally loud—mostly while laughing! But she is VERY friendly and not particularly exclusive about who she pals around with.

Debbie Probst has milked a cow in the southern hemisphere. There were witnesses.

Debbie Probst can become a force of nature when called upon to do so.

This is just one opinion, but Debbie Probst might well have accepted the ILCA President's job out of a sense of obligation, but she emerged with a love for our Class that is much deeper and slightly murkier than Lake Erie.

Debbie Probst will happily out hike you. Don't even go there.

Debbie Probst is precisely what the founding fathers and mothers of the ILCA had in mind when they developed the Life Membership.

Congratulations, Debbie! Thank you very much for your dedication, leadership and service to the Class.



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Jumping into a Lightning!

First-Time Experience of Three Friends — *Kelly McGlynn, Abby Featherstone, and Dominique Wright*

It's common knowledge that one of the coolest things about sailing anywhere is the people you meet and the friends you make along the way. This could not be more true about the experience Abby, Dominique, and I had when we jumped into the Lightning for the first time. Well, that was true for Abby and me at least—Dominique already had a whole day of Lightning experience under her belt) in Miami for Midwinters! The three of us have been friends for years, after getting to know each other as teammates and competitors on the college sailing circuit, with Abby and Dominique sailing together at University of South Florida and me sailing against them at Brown.

When we started talking about trying to get together for Lightning Midwinters, it should have been a logistical nightmare. I live in Philadelphia, Abby lives in Los Angeles, Dominique lives in St Petersburg, none of us had access to a boat, and the regatta was only three weeks away. It was the incredible welcoming and generous nature of the Lightning Class that got us there with all the equipment we needed to get to the race course.

As with any new boat, our first foray into the Lightning was a humbling experience. Skilled though we are with a variety of boats, we fumbled with the spinnaker, had heated debates about board height downwind, and I couldn't stop pinching to save my life, although Abby did a great

job of reminding me to head down every few seconds on the upwinds. As we worked on figuring out how to make the boat move, we benefited from the examples around us and, especially, the assistance of our mentor Debbie Probst, coach Nick Turney, and Bill Wiggins.

Over the course of the week we improved each race, and although we were finishing towards the back of the fleet for much of the regatta, we finally pulled it all together for the last race when we rounded all marks in 1st place and ended up getting past on the downwind to finish in 2nd. On the way in from that race, we felt an overwhelming sense of accomplishment that allowed us to walk away from the event excited about the next Lightning regatta.

Here are a few things we learned for the next regatta:

1. Make friends with the fleet 'veteran.' Luckily our boat sat next to Tom Allen who manufactures Lightnings up in Buffalo, New York. Thanks, Tom!
2. Stay humble. Learning a new boat is always difficult and asking for help can be an easy way to pick up tricks and make friends.
3. Keep it positive. Even after a long day of what seemed like underwhelming finishes, we managed to stay positive by finding something we did right and focusing on that.
4. Have fun. Maybe it was the fact that we were in Miami with perfect 10-15 knot conditions, but the camaraderie shared by the fleet was very impressive and made the event even more enjoyable.
5. A bottle of rum goes a long way towards being forgiven for ripping a borrowed spinnaker. A sail repair seals the deal. (Thanks again, Bill!)

All in all, we learned a great deal about Lightning sailing, and we never would have had that opportunity if it weren't for the generosity of the Lightning Class Association, and particularly the coordination and encouragement of the Class Secretary, Laura Jeffers, when we first reached out to her. We are grateful to our competitors and hosts, and we look forward to seeing you all back out on the water soon!

CLASSIFIEDS



15509 - Nickels, built in 2013. White hull and interior with light gray deck. Boat is complete with 2 sets of North Fisher sails and 2 spinnakers. Fully galvanized trailer with spare tire. Sailor's Tailor mooring cover, North trailering and mast covers. Tac-tic compass, 2 spin poles, paddles, anchor, lines etc. included. This boat is in excellent condition and

ready to sail. Boat is currently in winter storage at Pontiac Yacht Club in SE Michigan. Asking \$17,500. Contact Rick Dishaw at 248-296-0651 or email rt194@hotmail.com.

15462 - Nickels. The boat is full race rigged, all harken carbo blocks, a brand new spare mast, full trailer covers rudder cover, etc and plenty of sails. There are 2 full sets of sails. One practice set and two that have one regatta on each. The hull and deck are white with red waterline. Please call or email with any questions or offers. Price \$13,200. Boat located in Houston, TX. Marvin (832) 656-4022, mbbeckmann@manateusa.com

15302 Nickels. Light grey deck, white hull. New mast (2015), faired hull, very well maintained. Two-time CA District Champion boat. Includes one set of sails, trailer, tapered spinnaker pole, Tack Tick compass and mast-up cover. Located in Mission Bay (San Diego), CA. \$9,900. Additional sails available. Contact Bob Martin rwmartin15302@gmail.com or 760-310-3303.

15280 Nickels, built 2006. White non-skid deck, off-white hull. Galvanized steel trailer. Summer, winter and full-boat on trailer covers. Nickels black anodized aluminum mast, boom, spinnaker pole and tiller with extension. CDI Flexible Roller Furler. Two sets sails, spinnaker (North Sails, Vermont Sails). Highly tunable, race ready. Beautiful boat, excellent condition. Price \$10,500, Contact tom@cdstinson.com or 206 972-2092

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and mast-step), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want? VSP, a bunch off brand new Fisher/North, I've got them all!!! Base price \$ 15,500 and I'll make you FAST. Cell (239) 503-1210, email info at markbryantsailing.com

15069 Nickels: Price Reduced; Be competitive in your fleet today!!; 2001 white hull; two main sails; one jib; one spinnaker; Harken blocks; cunningham, traveler L/R, traveler height, backstay and vang all run to skipper; spinnaker halyard run aft to skipper; full boat trailering cover; new deck and mast cover; sailed twice in the last 8 years; fresh water only; always stored inside; delivery possible—let's talk. This is a super clean boat; Traverse City, MI; \$10,300. Contact Brian at 231-620-7228 or briantbishop@me.com

15047 Nickels, 2002. White hull. Best offer this week takes it! Mostly sailed on freshwater. Always drysailed. Galvanized trailer. 1 set of sails included. Boat and trailer are in great shape. Located in RI. Contact Rev Symeon at 401-603-3523.

14930 Allen. Excellent condition and well maintained. New mast w/ complete rigging in 2015. White hull, interior, and rub rail. Light grey deck. Side/side padded hiking straps, jib cloth and uphaul, handy-lock turnbuckles on lowers, Swiftcord tapered main and spin sheets, twings and guy hooks, CB 360 swivel on SS plate w/Harken pulley, tapered spin pole, safety equipment, Windex, auto ratchet spin blocks, Spinlock PXR main cam cleat, Harken block vang. Two very good M5 mains, two jibs, and one North spinnaker. Allen galvanized trailer - great condition. Has 10" fiberglass bunks, LED lights, spare tire. Covers: two piece FabriCraft travel, mast travel and padded rudder. Allen factory refurbished in 2013: Pressure tested for leaks, new drain plugs, rebred inspection ports, fix leaks, rub rail, new bailer, new transom flaps, hinges, rigging, turning blocks, jib track, minor glass and gel coat repairs, rudder refinish, etc. The bottom is flawless. \$13,000. Located in Charleston, SC. Contact Mark at 843-452-2165 or Mark@SoutheasternRE.com

14825 Nickels. It has been lightly used since I bought it. I have not used in the last two seasons. Two suits of North Sails, two spinnaker poles, well laid out with adjustable jib tracks, spinnaker take-up reel, and more. White hull. Top, bottom, and mast travel covers along with boom tent. Bracket for tac-tic (not included). \$6,000. Located in Vermont. Contact Bob at 802-734-7578 or rturnau@viti.net

14824 Nickels 1997. White hull, deck and rub-rail. Three North mainsails, two North jibs, brand-new Doyle main and jib used in only one regatta, one spinnaker. Labeled dual side controls with color coded lines. Manually adjustable lowers. Main, jib and spinnaker halyards new this season. Christie compass. Nickels galvanized trailer with spare tire, mast stand and light bar. Mast stand has winch to facilitate putting on the travel cover. Fabricraft one-piece travel cover, two mast-up mooring covers (one skirted), padded rudder cover, mast cover new this season. Boat sailed at Mansfield Sailing Club, OH. Always dry sailed and stored inside in winter. Acknowledged in the Ohio district to be a fast boat but not with me at the helm lately. \$8,000. Located in north-central Ohio. Hewitt boat lift also available for \$500. Contact Chris Clarke at 419-522-5906 or 419-210-0400 or e-mail at chriscclarke1946@hotmail.com

14784 De Vita, Italy. Wooden Lightning. Boat and rigging in excellent condition; optimized for racing. Sailed only one summer in fresh water; meticulously maintained; always stored indoors. It comes with 1 complete set of good sails, boat covers and trailer. Detailed inventory and photos upon request. Located in Italy, about 300 miles from the venue for the 2013 World, Master and European Championships! Contact Alessandra alepelle@gmail.com or call +39-348-4138886 (Italy).

14566 Nickels. 2 sets North sails...main/jib/spinnaker. Stainless steel centerboard, rudder/mast/trailing/dryslip covers included. Great road trailer. Paddle/spinnaker pole/compass. Fully race equipped and ready to go. Dual sided control lines, below deck lever vang. Originally built for Brad Read, so you know it was built well! Available extra...max thick stainless steel centerboard, xtra large tack-tick compass. \$7,500 - Contact Frank at 703-599-0144 (c)

14520 Allen, white hull. VSP main, jib and spinnaker in good condition. Stainless steel board and updated rigging. Covers in good condition. New overnight cover. Allen galvanized trailer with new tires. Well maintained and race ready. Good record. \$7,200 Contact Fisk 407-947-7994 or friskhayden@gmail.com Photos

14485 Nickels. "deux poissons et un chat"-Loaded and proven fast! White w green stripe. Nearly new North sails...main/jib/spinnaker. Stainless steel centerboard, rudder/mast/trailing covers included. Great road trailer. Paddle/spinnaker pole/compass/anchor. Loaded...dual controls, centerboard led jib and retractable spin halyard, deck controlled jib lead cars \$5,500 - Contact Ron at 804-399-2668

14478 Allen. White hull. Top cover, 2 suits North sails, stainless board. Updated rigging, wood rudder, compass. Great trailer. Race ready fast boat. Asking \$8000.00 Located in Central NY area. Contact Skylar at: 585 260 6474

14443- Nickels with pedigree. New sails, trailer and cover. Hull and deck in superb condition. Freshwater only - dry sailed. Loaded with extras. Located Montreal. \$ 5,500. Contact Rod: 514 486 3827 or rod.hayes4@me.com

14434 Nickels. Boat is fast. New mast 2011. 3 sets of sails. One only used one light season. Recently replaced control lines and rigging. VSP yard cover as well as traveling, mast and rudder covers. Well maintained boat with a nickels trailer (new bunks 2011). Boat Located in NJ. \$6,900 Contact Rob; robruffus@yahoo.com

13991 Nickels. Grey hull and deck with blue trim. Special offer to build fleet in Mission Bay, CA -- Asking only \$4,000! Includes boat, North sails and galvanized trailer. Price only good for people intending to race in Mission Bay. Boat located in San Diego. Contact Bob Martin at 760-310-3303 or romartin@arrow.com.

13909 Nickels & Holman Ltd. - Maroon with double white stripe. Rigged for racing, current as of a few years ago. Lightly sailed for 10 years. Since 1991, only used in freshwater and stored indoors for winters. Currently located in Northern Michigan. \$3,000. Contact John Beery (312-451-5651) for more info.

13465 Allen. Yellow with white bottom and deck. All new lines. Two sets of North Sails in decent shape. New tires. Recently painted trailer. Hull is in good shape, but the deck has cosmetic issues. It sat for about 10 years. I put a lot of elbow grease into getting it back to presentable shape, then dropped it from the hoist damaging the deck around the portside chain plate, which I've repaired. This would be a good daysailer. The weight is unknown. \$1500. 724-971-1842 cell. Located in Pittsburgh.

12868 Allen. White fiberglass hull, stainless steel centerboard, spinnaker pole. 3 Mains (1 VSP used only 20 times), 2 jibs in fair condition, 3 spinnakers (1 VSP used 10 times, plus 1 light air, 1 spare). Heavy boat cover, compass, all control lines and rigging updated. Trailer is in poor shape. Located in Red Bank, NJ. Asking \$1,500. Contact 732-284-1444.

12724 Nickels and Holman (Fenton, MI) in 1975. Yellow fiberglass hull with yellow deck, stainless steel centerboard and rudder, wooden spare rudder, spinnaker pole, 2 mains (1 North Sails), jib, spinnaker. Many extras including bumpers, anchors, life jackets, compass, sun tent, and spare parts. Sailed lightly, only in fresh water. Trailer has relatively new tires. Located in Lakeland, Florida. Asking \$5,500. Contact Tracy at 863-682-2983

12385 Allen, 1976. All fiberglass. Hull in good condition. Stainless Centerboard. All standing rigging in great condition. 2 sets of sails- One in very good condition. Spinnaker, spinnaker pole. Outboard bracket. Full survey done. Galvanized trailer very good condition. White on white. Titled and registered. \$ 1,300.00 or B/O. Boat located in NJ. Contact jabarringer@gmail.com or 856-449-4258

12015 Classic cedar plank and mahogany. Built in 1975 by a gentleman in Ohio - an inch-thick file folder is included including the original S&S plans and "How to Build a Lightning" booklet. A light restoration was performed in 2013. The transom was finished in 12 coats of varnish; topsides have 5 coats of Interlux Sea Green; it's not glass-smooth, but it's very close. The rub rails were sanded and varnished - only 3 coats. Very lightly used North main in excellent condition, two jibs in good condition, older North main in average condition; Haarsick spinnaker in good condition. Newer bailers. Standing rigging is in excellent shape and may not be original, although it could be. Painted steel centerboard; 9/10 mahogany rudder; running rigging is average. Hardware is all circa 1975. Custom aluminum trailer with newer tires and good bearings. Average condition Sunbrella full deck cover. Frame and winter covers. A black aluminum mast and boom are included at full asking price, or may be available for purchase separately. This boat is absolutely gorgeous. However, it's far from perfect. The interior varnish shows some typical wear on edges but overall is in very good shape. The sitka spruce mast and boom need to be refinished as the varnish is flaking off in places. Some of the seams have opened and been reglued with G-Flex. You'd have no problem enjoying her as is, or doing some additional work this winter to bring the boat from an 8.5 to a 10. Overall this boat appears to have been lightly used. This boat has no rot whatsoever. We are selling her because she's the only woodie in Colorado and would like to be able to compete with the plastic boats. She needs to be with other classic boats. May be open to a trade. Willing to deliver up to 500 miles. Serious inquiries only. Additional images available by request. REDUCED! Asking \$3,990 or best offer. tobyhamer@hotmail.com 303 725 9676 Photos

11655 - 1970 Eichenlaub. Fiberglass over wood boat plus new flotation. Aluminum mast. Includes main, jib and spinnaker. Road worthy trailer. Sea Gull Motor. Great recreational boat for day sailing. Located in central Wisconsin. \$1,700 or best offer. Will also sell items separately. Contact Jack at 847-998-8429

11543 – 1970 Lippincott Lightning. This is a fiberglass boat that has had over \$4,000 of work done to it in the last 6 years, and includes main, jib and spinnaker, trailer, a mooring cover and a full cover. The boat has been dry sailed on a fresh water lake since at least the 1980s, and would be a good recreational daysailer. Asking \$1,000 or best offer. Located in the Scranton, PA area. Contact Todd at 207-272-0397 or tdross@me.com.

11055 - 1969 Lippincott. This is a glass boat with beautiful mahogany trim and the original wooded mast, boom and spinnaker pole. The mast has been recently refinished, the mahogany trim is great shape (rub rails need refinished). The three sails are original and the main and jib were refurbished in 2010. The original Gator trailer is included and has very little rust. A boat cover and Danforth anchor are also included. This boat always gets a lot of attention because of the wood mast and beautiful mahogany. The fiberglass hull is in good shape and the boat has always been dry sailed. We have had this boat over 30 years and it is now time to pass it to a younger person who will care and enjoy it as much as we have. Asking \$1500 or best offer. Located in the Pittsburgh, PA area. Contact John Green at 724-591-6886.

10957 - 1968 Lippincott Lightning. Very solid early fiberglass hull. Boat is complete and ready to sail, though could use some TLC to return mahogany seats, combings, and rub rail to pristine condition. Newer aluminum mast and boom. Standing and running rigging is in great shape. Boat comes with 2 mains, 2 jibs, 2 spinnakers (all older but serviceable). Steel centerboard is currently out and in need of preservation, but is serviceable. Boat sits on a solid galvanized trailer in my garage, comes with taller highway tires and smaller yard/ramp tires. Has bottom paint and mooring cover. Asking \$1,300 OBO. Looking to downsize to a smaller racing dinghy. Norfolk, VA. 757-748-3204 or Ethan.m.rule@gmail.com

10355 Lippincott, on trailer, upgraded mast and boom, sails, recent regatta winner. \$1,500 located Skaneateles NY, 315-396-1084, reyno685@yahoo.com

10254 Allen with trailer, two jibs and two mains much newer than boat, two spinnakers and storage cover. Have original measurement certificates. \$1500 or best offer. Phone 603-903-4196 or e-mail terrypindell@yahoo.com

10880 Lightning sailboat by Nichols and Holman located in Northport, MI, where it has been sailed exclusively. White Fiberglass deck and hull with racing rigging and hull stripes. Has teak seats, cockpit coaming and rub rail. Aluminum mast, boom and tiller. Internal mast rigging needs attention. Overall, in above average condition. Includes main (new), jib, spinnaker, trailer, all accessories and mooring cover. Ready to sail. I am retiring. Call Drew at 314-409-7118 for immediate possession and tow away. Asking \$1800. On -the -beach dry dock system available – plus \$200.

9833 Lippincott, 1970. Fiberglass body. Green hull and a white deck. This is a sloop rigged day sailer. Comes with a complement of sails including a new main and jib (purchased is 2011). Includes galvanized trailer, mooring cover and Danforth anchor and 150 lb mushroom anchor and chain. Loved this boat but I have bought a bigger boat. Located in MA. Contact Terry at win3840@gmail.com or 781 686 0034

9666 (Elektra) is the last wooden Lightning crafted by McGruer Yachts of Collingwood, Ontario, Canada. Constructed in 1963 for its one previous owner, it was purchased by me in 1984 and sailed it occasionally over the next decade until my interest in keelboats superseded its use. Construction is broad clear cedar planking over oak, forming a stiff monocoque hull. Seats, coamings and rubrails are mahogany. The external centreboard casing support on the starboard side aft is desiccated for two inches at the bottom and needs replacement. All brightwork needs sanding and varnishing and has been removed for the process. The canvas deck covering had been replaced several times and is in the process of being done again. The old canvas decking has been removed and preparation is underway to install the new canvas deck. Wide canvas has been bought for the purpose and goes with the boat. Newly milled mahogany rub rails are also included. The boat is in need of, and deserves restoration; however, I am now out of the country for most of every year and no longer have the time nor energy to devote to the project. The boat comes with two sets of spars and sails: Set one is the classic Sitka spruce mast and boom with original Storer jib and main (with reef points) and spinnaker with spinnaker pole; set two consists of a black aluminium mast and boom with a North Sails main and jib which were bought new and raced only one season. An additional black mast and boom also come with the boat. The Sitka mast is a brand new replacement of the original and has been sailed once. Mahogany rudder is encased in its original padded canvas case. A galvanized grapnel anchor, chain and rode also go with the boats along with associated odds and bits of hardware in a tool box. An elderlyTeenee tilt trailer adapted for the boat is included. It would need a coat of paint and wiring and the tires, while they hold air, should be replaced before trailering any great distance. Located in Ottawa, Ontario, Canada. Make an offer. 613 692-0303 terril_s@hotmail.com

9442 Allen. The boat is very stable ideal for family fun or racing. Fiberglass Hull (painted green) Mahogany seats and bright work in excellent condition, steel center board, Includes galvanized trailer. Sails: Main and Jib. Boat has been stored in a barn and sailed in fresh water. Price \$3,000.00 Location: Red Jacket Yacht Club Cayuga Lake NY. Contact: Brian Donovan 585 313- 1940 brian54@rochester.rr.com

9398-Lippincott. Don't let the hull number fool you, this is a competitive and fast boat that has won plenty of races. It is in exceptionally good shape for a boat this vintage. The boat was completely retrofitted in the early 2000s by Tom Schroder and Bob Harkrider. Original deck has been replaced with new Nickels deck to allow for current rigging—all controls to the side decks and foredeck. Spinnaker halyard run aft to the skipper. Various upgrades over the years we have sailed it. New mast in 2006. Chain plates are in original location, but the boat is easy to tune using Greg Fisher's guide. Great boat to get into the class at a lower cost. Boat will sell with 2 sets of Fisher Norths (MJS), Rooke Day cover (good shape), Sailor's Tailor traveling covers (fair shape), Nickels trailer. \$5000. Jay Taylor (919) 422-9482 or jay.taylor@svn.com

9369 Glass Lippincott, great condition - looks like a brand new boat! Blue hull, off-white deck, both have been repainted by Fay's Boat Works, NH. Stainless steel centerboard, aluminum mast and boom. I am a yacht builder. Replaced chainplates, all halyards, all shrouds, and stays in 2013. Mahogany trim revamped. 1990 custom galvanized trailer with custom cross bunks and extended tongue. Three jibs and two main sails. Cover for boat and boom tent. Asking \$1,800, firm. Boat located in RI. Rick (401) 678-0196 - ad updated 5/19/14.

8690 Built by Saybrook Yacht Yard in 1965. In storage for over the last 15 years; Allen Boat Works low-bunk trailer; metal mast and boom, Fisher sails plus second set; updated hardware and lines. Great wood boat in great condition. \$2,900 obo. Boat located in Pennsylvania. 617-834-8535 or marklkeene@gmail.com

7678 Single-planked Cedar; ca 1960 David Beaton & Sons. Good to excellent condition, fully restored w/ additional FWD struts. Teak flooring + 1/2" King blank. Mahogany Seats & Coamings. Sails: New, renumbered (except Neil Pryde Spinnaker) + Full rigging and parts. Spars- SITKA Spruce, original and in Excellent Condition. (No trailing-gallows yet available.) Includes: title; new 2010 trailer, 2011 Sunbrella Cover, work log copy and documentation, all fittings bronze & stainless, extra parts. May require proper jib rigging @ Bow. She sails beautifully after putting \$2,500.00 and 160 hours into this beautiful craft. "COSETTE" presently sits on transverse bunks, on trailer, but did not leave the driveway, this year. I would like my best restoration, ever, to have a good home, and to be sailed. I will be sorry to see her go, but I fear I would not have the time to give to her sailing deservence. Please feel free to make your best offer, knowing the price of spars, best provisions and fittings are accumulatively worth over \$6,000.00. Boat located in Toms River, NJ. David M. Olney 732-664-2294

7606 Probably the fastest wood Lightning available. Eichenlaub built in 1961, sister to his Bull I , 1 of 4 "outlawed" boats, but legal. Trailer, alum. spars, cover, 2 suits of sails, newer North main & jib, PCC, NWD, champ, top 10 in NA's in '63 & '64, countless wins & places over the years. I was original owner, sold in '70s and re-acquired in the mid 90's. Restoration 1 year old. \$4,500.00 or BO takes. Located in San Diego. Howard Macken 575-937-2810 or htmacken@gmail.com

7497 Vintage Wooded Lightning - 1957. The boat is in excellent condition and ready to sail. Mahogany deck, pine flooring, cedar planking on oak frames. Sails were new in 2011, main, jib and spinnaker. The hull is wrapped in fiberglass cloth with epoxy resin. Kick up rudder and mild steel center board. She has a 28 foot tall Spruce mast and all rigging new in 2011. Excellent trailer with new axle and wheels/tires. Full Sunbrella cover and rope pockets. I am looking for a owner who can give her a proper home. Willing to consider offers, including reduced price with delivery to East Coast. Asking \$4,000. Located in Vancouver, Washington. Contact Ralph for more information: crouse40@msn.com or 360-798-3871

7312 - 1959 Wooden (Nickles & Holman). Its wooden parts include hull, mast, boom, spinnaker pole and rudder. The sails include: 1 main sail, one spinnaker that are both in good condition and 2 two jibs that need work, they are made of fabric that some animals got into to. A Custom made trailer. It comes with life vests and a couple of paddles. The boat has been primarily dry sailed at Keuka Lake in New York since 1977 when I purchased it. It has also been sailed on the Chesapeake Bay and off the coast of Maine in the 1980s . It is between good and is in fair condition . It needs some clean up and painting and it will be ready to sail. Everything is structurally sound. It was last sailed on Keuka Lake in 2006 and has been stored inside except for the 2013- 2014 winter. Where it was stored outside covered. The asking price is \$1500 for everything. Lcated in Branchport, NY. Contact Peter Gamba -315 595 8899, pgamba1007@aol.com Photos taken in August 2014

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

Classic 1957 wooden Lightning underwent year-long stem restoration in 1999 by an obsessive Newport boat builder who rejected three pieces of Brazilian mahogany (all shipped stateside) before finally settling on the board for the boat's transom. Complete documentation of all work can be provided. Boat meticulously maintained since the original restoration. Mast completely refinished last season. Non-skid deck; mahogany rubrails and cockpit, deep green hull finished with a tough, long-lasting urethane coating. Two sets of mainsails and jibs included along with solid, roadworthy trailer. Boat can be viewed at Dickersen's Marina in Apponaug, RI. Asking \$13,500. Please call for additional information: 401-424-1805.

6348 - 1956 Wooden Lightning for sale. Built by Old Greenwich Boat Company in Old Greenwich Ct. Boat is complete with mast, boom, rudder, tiller, serviceable main and jib and older trailer. Has been in museum collection since 1999 but has been sailed within the last three years. Overall condition is good. Asking price is \$2000. Located in Newport, RI. Please contact Jay at jpjicotte@iyr.org

6315 - Wooden Lightning in good condition. Built in 1956. The oak mast and boom are beautiful and in excellent condition. Blue hull, white deck, oak rub rail, mahogany combing. Two sets of sails, plus a spinnaker. Steel centerboard with some dry rot at the trunk. Light duty trailer included. Stored in garage in Branford, CT. \$1,000 obo. Contact melanie.ginter@unitedaluminum.com

5977 - Condition good (always undercover). Comes with: new sails, mooring cover, main sail cover, .5 HP new OB Yamaha engine. Asking: \$2500. Contact George: captainrick555@gmail.com or call 267-331-9868.

4173 Wooden Lightning. Built in Toronto (builder unknown). Boat is in very good condition. 80% restored. Ribs are oak; the hull is wide-board clear cedar (gaps between planks have been routed and cedar shims epoxied in place to form a very stable and strong uni-hull). The hull has been West System epoxied; the mast and boom are sitka spruce - fully refinished; the stern, rudder and centreboard trunk are Honduran mahogany and have been refinished; new floorboards have been made of cedar. The cockpit coaming, deck canvas, seats and rigging have yet to be finished - many original parts, original cotton sails (very good condition) and newer main, and new wide deck canvas are included but no trailer. Located in Ottawa, Ontario Asking \$800. Contact Alan: 613 839-2991 or jowett@rogers.com

842 - Classic Mahogany Lightning. One of the original Skaneateles Lightnings perfect for the true wooden boat enthusiast. In very good condition and has been garaged on padded trailer for last 10+ years. Hull double-planked mahogany. Epoxied inside. Deck has been fiberglassed (so no canvas needed). Wooden Mast lovingly restored. Track for Main on mast and boom. Complete Sails with Spinnaker. Varnished Rudder. Sailed on Cass Lake, MI at Fleet#54. \$1000 OBO. Would consider donation to 501-C3 eligible Non-Profit (e.g. Nautical Museum). E-mail: PTVo@aol.com or call Paul at (248) 891-7509.

477 built in 1939. Includes wooden boom, mast, 2 sails. Garage kept, good condition. We were told it was restored about 10 years ago. Single axle 1957 Ajax trailer, vin # 3830, road ready. Located on the Treasure Coast in Stuart, Florida. This is a real classic, special sailboat. Looking for reasonable offers. Contact Larry 772-215-1100. SOLson9995@yahoo.com.

unknown number - 1964 wooden lightning. \$2000 with 5hp motor or \$1500 without. Includes 2 wooden masts and booms. All bronze hardware. Needs some deck work. Includes trailer. Email for more info. jimfofarrier@aol.com

Classified Advertising Policy for ILCA Flashes and website

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

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

San Isidro Labrador Championship

Club Nautico San Isidro – Río de La Plata, Argentina

April, 2016

During three weekends in April the 2016 "San Isidro Labrador Championship" was played in the Río de La Plata near Buenos Aires. This served as the first part of the selection for the Sudamericans in Brazil December 2016.

Significant problems with the weather conditions made it hard to get races in. Floods all along the region and extremely variable wind speeds (too windy or no wind at all) made it possible to only run three out of 10 races scheduled and they were all sailed on the last day of the championship! The three races were tightly won by Nicolas del Campo with his brother Pato and Manu Loitegui. Right behind them were Nicolás Cloos with María and Ale Cloos as the crew in second. The final day was sunny and comfortable with winds blowing close to 20 knots.

The championship ended with the same positions as the races, Del Campo first and Cloos runner up. Eight boats were entered from Buenos Aires, Santa Fe, Rosario, Concordia and Ramallo.

As usual the organization of the Championship was excellent. Michele Aubone served as Chairman and the Club Náutico.

The Winner Del Campo-Loitegui-Delcampo Winnig The First Race



Winner Del Campo and the "Flamingo IV" floating on the Rio De La Plata calm waters



Santa Fe "Charabon" of The Loyarte's Brothers



Celebration with the Champions



Pizza Party !! at the traditional "Pizzeria Nautica"



The Champion Del Campo and Runner-Up Nico Cloos



Loyarte's returning from Buenos Aires





Hellenic Championship Cup

NAOV

Voula, Greece – Fleet 526

Apri 23–24, 2016



Pos	Sail#	Skipper/Crew	Club	R1	R2	R3	R4	R5	R6	Total
1	14791	Tsamis Sotiris, Papadakis Vasilis, Manolakis Iannis	YCG-YCP	1	(3)	2	1	1	2	7
2	11811	Stathopoulos Dimitris, Tolis Alexandros, Lefteris Dedes	NAOV	2	1	(5)	2	2	1	8
3	14544	Stamatiadis Dimitris, Papamichael Chrysanthos, Chartzoulakis Nikos	YCG-NOPF	(15) OSC	2	1	4	3	4	14
4	12007	Manolakis Antonis, Manolakis Spyros, Diamandaki Elina	YCG	4	4	3	(7)	5	3	19
5	15319	Pangakis Iannis, Vanetsanos Kostis, Mandros Michalis	NAOV	3	5	(7)	3	4	6	21
6	14313	Panagiotidis Giorgos, Kifidis Christos, Skotida Kynthia	NOV	(15) OSC	6	4	5	6	5	26
7	15368	Maurogeorgis Gregoris, Athanasiou Nektarios, Chronopoulos Dionysis	NAOV	5	7	6	6	7	(9)	31
8	14531	Barbari Domniki, Kardami Christina, Droulia Dimitra	NAOV	6	8	9	(1)1	10	7	40
9	14377	Parousis Stathis, Tsubanas Iannis, Kypraios Michalis	YCG	(15) OSC	9	8	8	8	11	44
10	14817	Nikoglou Andreas, Serris Angelos, Amourgianos Konstantinos	NAOV	(15) OSC	10	12	9	9	8	48
11	4727	Kzakonis Anastasis, Kontosfyris Giorgos, Karvounis Giorgos	YCG	8	12	(13)	10	12	10	52
12	15312	Kalpakas Giorgos, Moschos Stamatis, Stamatopoulos Alekos	NAOV	7	11	10	12	(15)	13	53
13	14727	Tzimas Anastasis, Lagia Anna, Zamout Petros	YCG	10	13	11	(14)	13	12	59
14	14008	Papathanasioiu Zoe, Politis Iannis, Triantaflaros Dimitrios	NAOV	9	(14)	14	13	11	14	61

It was a fantastic weekend! There were fourteen boats on the starting line with many athletes being ex-European champions. I say that to keep in mind because the level of competitors was high.

The weather was light to medium strength, and we sailed in the bay of Voula. Six races were completed, with a few OCS', as you may see in the results. The spectacular part of this regatta, I believe, is the fact the fleet was very close together. For all the positions there was a struggle, every detail had an affect on your position. This might sound normal. But few years ago there was a gap when three or four boats would be ahead half a leg. The rest would just follow. Now the boats would finish with just a few boat length difference and, in many cases, we needed to use the photo finish technics.

The next regatta in Pireusis scheduled May 14–15. After that we take some rest, as it is Easter time. Training is scheduled for May 7–8, then off we go again. We will keep you posted.

We have many photos in our [Facebook](#) page if would you like to get them from there.





Area F Sears Cup competitors
Houston Yacht Club



Emma and Katie Werley



Birthday Boys—Bill Wiggins and Fisk
Hayden, Lake Norman Yacht Club



USF sailors at the Florida Districts

Doc Gilbert Memorial Potomac Cup Competitors



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.

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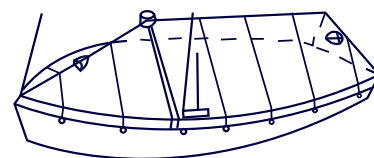
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2016 Regatta Winners

Chilean Nationals

Yacht Club de Chile – Valparaiso, Chile

Tito Gonzalez, Alberto Gonzalez, Trinidad Gonzalez

New Year Regatta

Lake Monroe Sailing Association/Fleet 526 - Sanford, FL

Jeffrey Hayden, Luis Pawlowski, Tom McNally

St Pete NOOD Regatta

St Petersburg YC/Fleet 109 - St Petersburg, FL

Michael Zonnenberg, Wendy Reuss, Darby Smith



Mike Zonnenberg
and Wendy Reuss
St Pete NOOD

SCYA Midwinters

Mission Bay Yacht Club/Fleet 194–San Diego, CA

Jeff Coppens, Matt Burrridge, Tom Goddard

Midwinter Championship

Coral Reef Yacht Club/Fleet 226–Miami, FL

Tito Gonzalez, Trini Gonzalez, Alberto Gonzalez, Jr

Winter Master's Championship

St Petersburg Yacht Club/Fleet 109–St Petersburg, FL

Neal Fowler, Todd Wake, Terry Hamilton

Winter Championship

St Petersburg Yacht Club/Fleet 109–St Petersburg, FL

Debbie Probst, Jared Drake, Adam Probst/William Faude

Southern Circuit

Coral Reef Yacht Club/St Petersburg Yacht Club, Florida

Tito Gonzalez, Trini Gonzalez, Alberto Gonzalez, Jr

Springboard Regatta

Western Carolina Sailing Club/Fleet 391–Anderson, SC

Henry McCray



Tight racing at
the Springboard
Regatta

Texas District Championship/30th Annual Elissa Regatta

Houston Yacht Club, Shoreacres, TX

Lawrence Frost



Texas District Champions



Regatta Ladies

Moonshine Regatta

Virginia Inland Sailing

Association

Smith Mountain Lake VA

Bob Wardwell



Addy Fisher,
Sabrina Starck

Spring Championship/ Post-Circuit Stop Over Regatta

Lake Norman Yacht Club

Fleet 415

Mooreville, NC

Steve/Jeff Hayden

San Isidro Labrador Championship

Club Nautico San Isidro, Rio de La Plata, Argentina

Nicolas del Campo, Pato del Campo, Manu Loitegui

Hellenic Championship Cup

NAOV/Fleet 526–Voula, Greece

Tsamis Sotiris, Papadakis Vasilis, Manolakis Iannis

Long John

Monmouth Boat Club/Fleet 70–Red Bak, NJ

Mitchell Hnatt, Rick Pokorny, Tara Rudd



Long John Top 5

No Gas Regatta

Severn Sailing Association/Fleet 329 - Annapolis, MD
Geoff Becker, Monica Morgan, Madeliene Schroeder

Burl Harmon Memorial Indiana Open Regatta

Indianapolis Sailing Club/Fleet 270-Indianapolis, IN
James Taylor, Stan Cummings, Carl Taylor



Area F Qualifier for the U.S. Junior Triplehanded Championship for the Sears Cup

Houston Yacht Club-Houston, TX
Dane Byerly, Carson Shields, Laura Masterson
Dougie Byerly - Alternate

Southeastern District Championship

Savannah Yacht Club/Fleet 127-Savannah, GA
Lenny Krawcheck

Doc Gilbert Memorial Potomac Cup

Potomac River Sailing Association/Fleet 50-Washington, DC
Stephen Constants



Spring Classic

Pymatuning Yacht Club/Fleet 36-Jamestown, PA
Ernie Dieball, Jacqueline Dieball, Meredith Ryan

Spring Classic Champions



Florida District Championship

St Petersburg Yacht Club/Fleet 109- St Petersburg, FL
Jeff Hayden, Stuart Taylor, Kip Hamblet



48th Hernando De Soto Regatta

Delta Sailing Association/Fleet 274- Hernando, MS
Bill Killebrew. Bruce Richards, Ritter Arnold

Juby Wynne/Southern District Championship

Southern Yacht Club/Fleet 62- New Orleans, LA
Marvin Beckmann, Juby Wynne Overall
Jeanne Herman, Southern District Champion

Juby Wynne Start





International Lightning Class Association
1528 Big Bass Dr
Tarpon Springs, Florida 34689 USA

The 2016 ILCA Boat Grant Recipients Are on the Move!



Gordon Wolcott, highest placing first time skipper at the Ohio Districts with crew Chris Stessing and Elizabeth Chambers



Andreas Adam from the Potomac Cup with his crew Zach Hill and Alex Ramos

We are really lucky to have had the opportunity to attend the Potomac Cup. It was just like the other Lightning events I have been too, with good competition, friendly people, good food, and fun times.

On the first day we were all pretty nervous getting out of the car because we didn't know where to start rigging. As we pulled into the parking lot, people recognized that we were new, and after a few introductions, we soon had a team of five people showing us our settings and giving us hints.

The racing was great. We got three races off, and we sailed in some really good completion. At times, we were overpowered, but we eventually found the groove and began to really work the boat.

I know that my team and I cannot wait for our next event.

Andreas Adam

We need your support!
Boat Grant Program
donations help to pay
entry fees, fill up gas
tanks and keep the
boats in racing shape.
Please make a
donation today!

These teams have an active regatta schedule booked this summer! If you see them please help us welcome them to the Class!

The active summer sailing season is a great time to help identify 2017 Boat Grant Applicants. Please keep spreading the word on this great program and keep an eye out for potential applicants! To see how other clubs and fleets have incorporated this idea to their local area, please see pages 20–22 in this issue. To make a donation to the program see page 12.

We invite all Boat Grant Alumni and Mentors to attend the 2017 North American Championship, August 13-19 at the Rochester Yacht Club, New York. If you want to sail but don't have a boat or want to crew, please contact Debbie Probst at:

dkprobst@gmail.com