

International

Lightning ***Flashes***

June, 2011, Volume 71, No. 4

Championships/Regattas

Mississippi Valley District
Fleet 50 Spring
Metropolitan District
Italian National
Lake Erie District
Wooden Open
Southeastern District
New England Spring
Dixie District
Boyne City
Southern District

Then & Now
Lightning Family News
WJM/NA NORs

Bob Astrove and Team
aboard Pandora II at the
Fleet 50 Spring Regatta in
Washington, DC



Mark Ewing and team from the Dixie District in newly christened *Jalapeno* sailing in the Spring Regatta on the Potomac in Washington, DC



International Lightning Class Association

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2011 Wooden Open One-Design Regatta held
at the Rock Hall Yacht Club up the Chester
River off the eastern shore of the Chesapeake



President's Column

Rob Ruhlman



I feel like I'm always beginning these columns by explaining where I am, as if I am in someplace different than where I should be. Well, I've never been quite sure where I should be, but every now and then I think I'm close. This week is one of those times when I believe I'm where I belong.

I'm at Pymatuning Yacht Club, home of Lightning Fleet 36. Abby and I are here helping fellow Lightning sailor, Matt Frymier, run a week long racing clinic for our junior sailors. While we sail 420s for the majority of this week, the lessons we attempt to impart are those that we hope our kids will take into their future sailing careers in Lightnings, Thistles and one-designs, wherever their futures take them.

With the largest junior regatta in North America just three weeks away, we are spending a great deal of time on boat speed, tactics and the rules. It's the rules area that I have been most impressed by with these young kids. As a club, we have devoted a great deal of emphasis to the rules, at a basic level, certainly, but these kids have embraced and accepted the basic premise of our self-policing sport. I take great pride in watching any one of our juniors "push the envelope" and then, if it goes badly, acknowledge an infringement and do their turns.

I wish I could say the same for everyone at my current level in the sport.

I've been around a long time; it hurts to be able to say that, but facts are facts. However,

that allows me to say this: I am witnessing a continual degradation in respect for the rules of our sport. I could go on about how I believe collegiate sailing contributes to this, with their emphasis on using the rules as an offensive weapon. We could discuss the pros and cons of who we are as a class and "what's a bump and rub" between friends?

Well, the Racing Rules of Sailing exist for a reason: to establish order, civility and reason to what otherwise would be the chaos of a demolition derby. I'm not sure those still exist; they did when I was a kid, and they were fun to watch. But, we as sailors aren't equipped for that.

My point is this: with the Worlds and North Americans quickly approaching, (keeping in mind all the local regattas be they fleet or district level) the rules are there for a reason: to allow us to play a game we love without excess supervision.

Those of you who have read the rules and understand them, please abide by them without being pushed. If you're racing sailboats and have not read the rules, please do so. It won't take long and it might help you tactically on the race course. And if you have a question, please ask. Those of us who love this game are more than willing to help, encourage and motivate our fellow competitors.

Thanks.

Official Notices

Notice of Meetings:

The next Governing Board meeting is scheduled for July 22, 2011, at 19:00 during the World Championship in Buzios, Brazil.

The 2011 Annual Meeting is scheduled for July 24, 2011, at 19:00 during the World Championship in Buzios, Brazil.

Notice of Meetings:

A Special Governing Board meeting is scheduled for Saturday, August 6, 2011, at 10:00 during the North American Championship, North Cape YC, LaSalle, MI. In addition a Special General Meeting is scheduled for Sunday, August 7, 2011, at 9:30 during the North American Championship, North Cape YC, LaSalle, MI.

Proposed Change to the ILCA Constitution – to be voted on at the July Annual Meeting

ARTICLE XVIII — AMENDMENTS

4. All proposed amendments at either Annual Meeting or Special Meeting, must be included in the notice thereof and shall be posted on the ILCA web site and mailed not less than ~~sixty~~ **thirty** days prior to the date of the meeting. Any Member, Fleet, or District may propose an amendment by submitting same to the Executive Secretary of the ILCA, in writing, at least thirty days before notices of the next meeting are posted and printed.
5. The Rules Governing all Sanctioned Lightning Class Championships or the Specifications may be amended by a two-thirds (2/3) vote of a sixty percent (60%) quorum of the Governing Board, after publication of the proposed amendment on the ILCA web site and in Flashes at least ~~sixty~~ **thirty** days before the Governing Board vote; subject to the approval by the Measurement Committee where specifications are involved.

Please be advised a topic of discussion during the July Annual Meeting will address the current Area breakdown (North America, South America and Europe) and how to incorporate other active Countries into this structure. If you have any comments or suggestions regarding this matter please pass them along to the Class Office or anyone on the Executive Committee. It is hopeful that the proposed change(s) will be drafted during this meeting and then will be up for a vote at the March 2012 Meeting.

Mississippi Valley District Championship

Carl Panetta—14065
Mississippi Valley District Commodore
Fleet #274 Captain



Mississippi Valley Lightning District Championship and the fourth stop on the Southwest Lightning Circuit.

This year's Mississippi Valley Lightning District Championship also served as the fourth stop on the Southwest Lightning Circuit. Lightning Fleet #274 and Delta Sailing Association hosted the regatta. The Circuit is in its third year and has been gaining a consistent following of teams from the Southern, Texas, and Mississippi Valley Districts. With fourteen boats from the three districts at this regatta, the Circuit continues to be a big success in the southwest region.

The weekend started with a Lightning Lab run by Mississippi Valley's own Matt Burrige, along with his son Patrick and Ian Moriarty. We had four boats participate in the on-the-water activities, and several additional people joined in the review of the video footage. We all took home much useful advice that we used during the regatta. For a more complete write-up of the lab, see Matt's article in this issue. A big thank you goes out to Matt, Patrick and Ian for putting on a great lab. After review of the lab video and as boats arrived Friday evening, everybody enjoyed some delicious BBQ prepared by DSA's own Bill Baxter, Jr.

I should title the remainder of the article, "a view from the back of the pack," which was true for me for much of the regatta, though I did get a chance to see what it looks like from the front third of the fleet—more on this in a bit. As is typical for lake sailing in the South in the summer, Saturday greeted us with very warm temperatures and light and variable winds!

During the first race, the fleet played "find the pressure," and those who stayed in it were able to make out well—I was not one of them! Ian Moriarty handled the trying conditions well and finished first in the race. As the morning breeze dissipated, we went in for lunch. The afternoon brought in new wind, though finding the pressure and keeping up with the large shifts continued to be a challenge. In the third race I reminded myself how much a great start helps, as I finally came off the line in a nice spot with good speed and a clear lane. This allowed my crew and me to round the windward mark first and have the joy of looking back and watching the fleet chase us! While we were not able to hold on to the top spot after the first two legs, we finished fifth.

Thanks to our chase boat crew, we were able to get lots of great video of the day's races. This made for many entertaining and informative discussions during the evening as the different teams observed the various tactics from starts to mark roundings.

We had a very special dinner at the Curries' home Saturday evening. Many may remember that the Curries were one of the founding members of both Delta Sailing Association and the Mississippi Valley District. In fact, Crit Currie, Jr's father was the first commodore of the district.

Sunday morning greeted us with a glassy smooth lake and the breeze never filled in. So

we concluded the weekend with a short district meeting and trophies. Congratulations to Ian Moriarty, along with his crew of Matt and Patrick Burrridge, for beating his dad (for the first time, I think) and taking home the Mississippi Valley District Championship. Thanks also to everybody who traveled to DSA for the regatta, especially Aroldo de Rienzo and his crew, Jorge Murrieta and Federico Ortiz, who traveled from Mexico City to sail in the regatta. Not only do they get the award for traveling the farthest, they finished 5th in the regatta.

I look forward to seeing everybody at next year's Mississippi Valley Districts in Nashville.

Pos	Sail#	Club	HelmName	CrewName	R1	R2	R3	R4	Ttl
1	14834	CSA	Ian Moriarty, Matt Burrridge, Patrick Burrridge		1	6	3	1	11
2	15364	CSA	Dan Moriarty, Tobi Moriarty, Alina Moriarty		8	4	1	2	15
3	15211	SYC	Larry Frost, Chance Miller, Jack Sawyer		3	1	10	3	17
4	15368	HIYC	Bill Killibrew, Mike Arndt, Leif Asgeirsson		5	3	6	12	26
5	15450		Aroldo de Rienzo, Jorge Murrieta, Federico Ortiz		14	2	7	4	27
6	15202	Decatur	Greg Florian, Bill Buckles, Nick Florian		7	12	2	7	28
7	15329	SYC	Tommy Meric, Scotty Barrett, Randal Dannemon		6	11	4	11	32
8	15362	HYC	Ian Edwards, Lindy Edwards, Andrew Lee		9	7	8	8	32
9	14488	DSA	Bill Baxter, Jr, Herbert Cochrane, Richard Murff		4	10	9	10	33
10	15078	HIYC	Duane Hatch, Bruce Richards, Nathan Waters		2	13	13	6	34
11	15201	BYC	Robert Bernhardt, Scott Kirchhar, Ron Katz		12	5	12	5	34
12	14065	DSA	Carl Panetta, Lynn Jones, Trevor McKibbin		13	14	5	9	41
13	14666	DSA	Crit Currie, Jr, Tim Ryan, Kieth Cuncell		10	9	11	13	43
14	14736	DSA	Mark Gorman, Ryan Gorman, Hal Gorman		11	8	14	14	47
15	15206	HIYC	William Hofmeister, Mandy Hofmeister, Becca Hofmeister		16 \ DNS	16 \ DNS	16 \ DNS	16 \ DNS	64



Champions: Ian, Matt and Patrick



Mississippi Valley Districts / Southwest Circuit Lightning Lab

June 10–11, 2011

Delta Sailing Association

Arkabutla, Mississippi

Matt Burrige – USA 14834 – Yeti

It was a pleasure to run a Lightning Lab for a keen, but small, group of competitors near Memphis, Tennessee, at Fleet 274's venue on beautiful Lake Arkabutla, Mississippi, on Friday and Saturday during our Districts. The weather was accurately predicted to be light, <7 mph, stayed that way all weekend and was accompanied by 94–97 F heat and 9 out of 10 on the UV scale.

Local teams Panetta, Baxter and Gorman were joined by Bob Bernhardt's team from Pensacola, Florida, and Yeti's team in the coaching whaler. Starts were executed with the standard no-flag, three-minute collegiate style, circa 1982 (when I last did a whistle drill). We spent almost two hours on the water before the wind shut off on Friday afternoon.

District Commodore Carl Panetta of Fleet 274 did a great job of preparing the venue and supplying us with the tools to run the Lab: video, monitors and a whaler with driver. The smaller group meant that participants received more targeted and in-depth information. This included an urgent, impromptu seminar on how to replace a spinnaker halyard accidentally pulled out of the spar on the trailer in under ten minutes and how to careen a boat against a floating whaler (but don't try seven folks in a sixteen-foot Boston whaler like we did) to retrieve an errant spinnaker halyard. One obvious topic was, "How to prevent these mishaps and arrive at each start fully prepared to compete." Be careful if you try this at home; sound carries better over water in a drifter than you think.

I included my fellow teammates from Yeti, guest skipper Ian Moriarty and front crew Patrick Burrige (first out-of-town regatta ever) in the Lab process. Ian ran the video, Patrick took notes, and we decided that a short course WL with a whistle drill would help the teams get the most out of each "race" before the wind died altogether on Friday afternoon. We held a short debrief on the water between races with each team. On land viewed all thirteen videos for the entire group while discussing and debating each point's merits with iced beverages in hand. I have to admit that having an open mike provided an additional challenge in self-censorship, as all comments labored to be on point in the frustrating wind conditions.

In general, we focused our observations on sail shape and boat handling techniques, and we introduced the issue with the video, then paused to have the skipper describe the situation. I then turned to ask the group "what should he/they do?" Often this would put the featured skipper on the spot to "tell us what you were trying to accomplish," or, once the competitors were better oiled, "What were you thinking?" became the tone.

I firmly believe that this open book approach to sharing knowledge is very effective, but it requires a thick skin and robust sense of humor. The group generally asked the right questions, making my job more of a moderator to steer the discussion towards the big unasked question or a "what comes next?" sort of prompter. Although not a sail maker, I

was able to supply some technical knowledge to answer the "Why does that work?" type questions. It was a fun time for everyone.

A whistle drill is a curious exercise to run in a dying, shifting, breeze. It is conducted in this fashion: each time I blew the whistle every boat had to tack or gybe. A fast cycle between whistle shots magnifies boat handling differences in a survival-of-the-fittest sort of way, magnifying discrepancies and making the teachable moments more evident. We had good video on roll tacking and acceleration techniques in this challenging condition. Unfortunately, the whistle gybes were less revealing of great techniques in this light air. To make up for that, Carl showed his "Taming the Spinnaker Beast" ILCA training video during the BBQ dinner and left us all wanting more wind.

The small size of the fleet allowed us to share more targeted observations with each competitor; it was more like a private coaching session with a few extra onlookers, a fact that seemed to be appreciated.

On Saturday the video camera was aboard a mark set boat to provide running video of the regatta and a few accidental additional comments about sunburns from the whaler operator. This prompted some interesting moments and discussions during the prolonged "re-hydration" phase on Saturday before and during the elegant dinner at Eleanor Currie's lovely home.

I want to thank Ian Moriarty for sharing his observations and expertise with the group, and Patrick Burrige for his notes, which helped us keep the group discussion on target. As it turned out, this coaching exercise helped give Yeti's team a slightly different perspective on racing in these light conditions, perhaps aiding us to win the MVLD championship as a result.

The Lab participants understood the constraints the light conditions imposed on the event, and they showed great camaraderie and team play as everyone benefited. Thank you to the ILCA for supporting this Lab effort. I believe it helps increase the enjoyment our beloved square boats can provide.



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Central New York Lightning Lab – June 11–12, 2011

Wrap-up

Lori Foster–CNY District Secretary/Treasurer

First, let me say that sailing coach Nick Turney rocks! And I think all who attended the Lightning Lab would agree. When he asked the group for comments at the end of the two-day event, the first thing shouted was, “when are you coming back?!”

Nick tuned boats. After dinner he explained sail trim on land with a PowerPoint presentation and then both days on the water. He demonstrated what each control does, how much to pull it on, or let it off, and how the smallest adjustment can make a huge change. He put us through drills of tacking, gibing, how to start from a dead stop, advantages of starting on port and on starboard (who’s the marshmallow?), practice sailing in heavier traffic, and what to tweak, or un-tweak), as we sailed next to each other—and many, many more things.

Newer sailors learned a lot, as did seasoned sailors who were surprised how much they learned about their rig and why pre-roll tacks aren’t fast.

Nick was easy to approach with any question, and his answers were easy to understand. Nick welcomed sailors to email him with any questions at any time.

Congratulations to the following skippers and their crew for taking advantage of this unique opportunity offered by the ILCA with support from Central New York Lightning District and Newport Yacht Club’s Fleet #77:

Dave Chervenik
Dave Meier
Reynolds Hahn
Ed Seyerlein
Phil Lange

Craig Thayer
Vadim Rabovsky
Andy Smith
Nick Sertl
Mike Trenkler

Pontiac Lightning Lab – May 21–22, 2011

Wrap-up

Skip Dieball



The weather in the Midwest has been, well, crappy. The weekend offered a much-needed respite from the rain and allowed a very enthusiastic group of Lightning sailors from the Pontiac Yacht Club to shake the rust and get into mid-season form!

Saturday started with a preliminary chat to outline the various drills. From there, we did an abbreviated tuning session so that we could get out on the water and get some sailing in!

We spent 80% of Saturday running through drills—starting, tacking, start/stop, downwind starts, gybing and roundings. District Champions and novices alike participated and discovered some new techniques! We closed the day with a few races and the encore—a race to the dock!

Cookout, video review and Q&A had nearly everyone smiling and absorbing info!

Sunday we had individual coaching through the two informal races. Prizes were presented to most improved, furthest traveled, best attitude and even to a team that inspired the coach!

A huge thanks goes to Bill Ziegler. His organization of the weekend made it a huge success. Bill did everything, including manning the grill on Saturday night!

Special thanks to the ILCA for their continued support of this program. Thanks, too, to Dieball Sailing for furnishing the fun prizes!

Keeping History Afloat

Bent Thomsen



Lightning # 1 arrived in Skaneateles, New York, on June 6, 2011. It is now resting on custom-built cradles in the new addition to the Skaneateles Historical Society Museum at the Creamery. On Saturday, July 2, at 1:00 PM there will be a ribbon-cutting ceremony at the new main door of the museum at 28 Hannum Street in Skaneateles. Lightning #1 is on loan from Mystic Seaport initially for a two-year period, and will be prominently displayed along with other Skaneateles-built boats. The museum is open Fridays, Saturdays, and Sundays from 1:00 PM to 4:00 PM. The Skaneateles Historical Society extends a special invitation to all Lightning sailors to visit the museum.

Layline Presents

2011 Great Lakes Championship and the Ohio District Championship

July 9-10, 2011

North Cape Yacht Club

La Salle, MI

Event Schedule

Friday July 8

Lightning Clinic

with Dieball Sailing 1500
Registration open 1700-2100



Saturday July 9

Registration 0730- 0900 hrs
Skippers Meeting 1000 hrs
Warning Signal 1200 hrs

Sunday July 10

Continental Breakfast 0730-0900 hrs
Warning Signal 1000 hrs

Contact: Laurie Dieball
www.ncyc.net (Lightning Great Lakes)
Northcapechampionships@gmail.com

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Fleet 50 Spring Regatta

Aaron Boesenecker



We had a two fantastic days on the river for the 2011 Spring Regatta, with steady south breezes in the 10–15 knot range and great racing all around. With a total of eleven Lightnings participating over the weekend, and even though some could only sail on one of the two days, it was still fantastic to see such a great turnout at our signature Spring Regatta. The party after the racing each day was also lively given the great turnout from the Laser, Hobie, Buccaneer, and Albacore fleets.

Within Fleet 50, Nabeel, sailing with Stefano and Craig, took top honors with five bullets, a second and a third (great work!). Jeff, sailing with regular crew Becky and Bruce, had their best weekend of the season, earning a well-deserved second place. Third place went to Ron Buchanan, sailing with Anne Jacob and Rose Gentile; Pat McGee, sailing with Laura Lake and Will Phillippe, took fourth, and Eric Hakanson, John Kircher, and Jessica Hovick captured fifth place. In doing so, team... anyone? anyone?... , team Ferris Bueller took home their first Fleet 50 trophies—congratulations! If memory serves, this might be the best finish for a new fleet boat in recent history, which is great to see!

The rest of my note below sums up some anecdotes from the weekend, with an emphasis on the great folks that we had come out to sail. I know that Nabeel is going to send in a short write-up on some of the tactical considerations that he observed over the weekend, so I'll leave that to him (he knows these things far better than I do anyway!). You can find full regatta results here (http://potomacriversailing.org/wp-content/uploads/2011/05/PRSA_spring11_Lightning.htm) and some photos from Sunday's racing, thanks to Jen Evans and the race committee, here (<https://picasaweb.google.com/104989932285035978992/PRSASpring-Regatta2011#>).

Trophies were awarded for the top five, as noted above. However, I think that at least one honorable mention is in order. Mark Ewing, sailing with a combination of Nick Binnington, Rod Ashman, and his wife Lucy over the weekend, deserves a special mention for a strong 6th-place finish. The newly christened team *Jalapeno* might have just missed a trophy mug, but they gave a valiant effort on the racecourse and also celebrated heartily with the rest of us after the racing! Mark and

his family also deserve a great deal of credit for their enthusiasm over the spring season, not least for the good number of new faces that they continually bring down to the marina for racing and socializing. It is great to have you all with us!

Since I was part of the RC for the lower course on Saturday, I asked for some Lighting sailors to send in some their impressions and recollections from the weekend. We'd actually like a lot more of this on a regular basis. After all, you'll soon tire of hearing things from my perspective, and it is always better to relate "the story through your eyes" anyway! Here is what Chris Kozel, sailing with Liz Williams, Tom Apker, and Bill Kozel over the course of the weekend, had to report from on the water:

Chris noted that in general, the fleet as a whole was a lot closer on Sunday than it was on Saturday. Both days saw a lot of rubbing at the starts and around the marks—especially around the leeward mark—and this put a premium on boat-handling skills in these close situations. One could easily win out if you could capture the inside, or lose out by being squeezed out the back of a pack around a mark. Chris noted that both sides of the course seemed to pay off on Sunday, but that the airport side was more favored on Saturday. I know that Nabeel will be sending in some more thoughts on the question of choosing sides over the weekend; this was the choice that really mattered over the entire regatta. Chris also observed that most of the fleet, at one point or the other, had some spinnaker problems. I know that this was true on our boat, as we ran over the

guy and sucked the chute under the boat on Sunday, losing a few spots as a result. I also heard of a spinnaker hoist without a sheet attached (makes for a nice flag, but not much downwind speed!), and saw quite a few boats having trouble trying to set and jibe quickly at the windward mark on Sunday. Jeff and team Ariel did a great job of avoiding this chaos by dousing on the starboard side of the boat so that they were all set to jibe and then set up top, which was especially important on Sunday.

Chris also sent along a few other details that highlight the oddities of river sailing. First off (and brace yourselves if you're light of heart or weak in the stomach), his report of a...um...recently expired deer floating down the channel has been corroborated by other boats. Welcome to river sailing.

My favorite though was the following observation from Chris: "As a bunch of sailors who monitor the wind, probably more than our bank accounts, it wasn't clear why we stood downwind from the grill both days. Did anyone think to move the tables and/or the grill?" Duly noted, Chris. Duly noted.

Bobby Astrove wrote in to report that he had a brand new crew on board on Sunday, Mike Stanchfield, a friend of Billy's. Mike had never been on a sailboat before, but Bobby noted that "the weather was just perfect, kept the racing exciting and he wants to come again." Bobby also sent along some great observations from the racing that I wanted to be sure to share: "What I remember about the day was just how close the racing was. We were in it in most of the races at the second



weather mark, each time our errors of crew work, or my sailing around what I perceived limitations were cost us in the end. For example, I tried to minimize our jibes, and that took us against stronger current. And we took the spinnaker down way early to avoid issues and that really cost us."

Finally, Joe Warren also sent along some details. Joe, who reported "perfect weather for racing" on Saturday, also noted that one of his crew members on Saturday, Linda Hutchings, came by to sail almost by chance. Linda is from Philadelphia and was in the Washington area to attend a training course. She has crewed in keelboats and Lightnings on the Delaware River and at Nyack, New York. She spent several hours researching on the inter-

net for some place to sail on Saturday and found PRSA. After contacting Frank, she ended up in touch with Joe, who took her out for a quick training session on Friday to review spinnaker handling. Although Joe reported a few difficulties in the puffs on Saturday (to be expected), they sailed well, and Linda enjoyed the sailing so much that she promised to join us again in the future! As Joe noted, he could sail on Sunday since Linda had to return home and his second crew, James Vavricek, had a half-marathon to run on Sunday morning and, in Joe's words, "would be in no condition to sail." Well, I guess we can excuse James for this, but we hope to see both James and Linda back soon!

Photo credit: Jen Evans

Pos	Sail#	R1	R2	R3	R4	R5	R6	R7	Total
1	15142	1	1	1	3*	1	2	1	7
2	15256	2	2	3	2	6*	1	2	12
3	14485	3	3	2	1	3	3	6*	15
4	14195	7*	5	4	4	4	5	3	25
5	14313	4	4	5	5	5	7*	4	27
6	15117	5	7	6	7	8*	8	8	41
7	14553	12*DNS	12 DNS	12 DNS	12 DNS	2	4	5	47
8	14932	6	6	7	6	12*DNS	12 DNS	12 DNS	49
9	14395	8	8	8	9*	9	9	9	51
10	7603	12*DNS	12 DNS	12 DNS	12 DNS	7	6	7	56
11	14037	12*DNF	9	9	8	12 DNS	12 DNS	12 DNS	62



You may view the Photo Gallery in the eNewsletter

METROPOLITAN DISTRICT CHAMPIONSHIP &

MAGNUS PEDERSON REGATTA

AT THE NYACK BOAT CLUB

JUNE 4-5, 2011

The Magnus Pederson is an open regatta
It will be sailed with the District Championship

Justin Coplan

Editor's note: This is the third year in a row that Justin Coplan and team have won the Metropolitan District Championships! Way to Go!

The combined 2011 Magnus Pederson and Metropolitan Districts brought sixteen Lightnings out to Nyack for sunny days, blue skies and challenging conditions. Unfortunately the weekend's forecast was showing a better day for the beach than sailing. Sure enough after all the masts were vertical and the skippers meeting was over the familiar red and white striped flag was hoisted up the flag pole.

We spent the next three hours killing time, catching up with friends, and going over the fittings on the boat. Numerous people were seen taking naps in the shady grass and others kicked their feet up on the porch rocking chairs. A few more adventurous souls tried to get some practice in the wisps of breeze that trickled up and down the river from every direction, which ended in them being

towed in as the current quickly sucked them up the river.

It wasn't until around two in the afternoon that signs of a breeze started showing on the Hudson. With that a hopeful RC dropped the AP flag and we headed out, quite unsure of what direction the breeze would be blowing when we got out there. When the RC was finally on station the breeze had 'settled' into a west north-westerly around eight knots with gusts to twelve. The westerlies in Nyack come off the shore and bring very shifty and unpredictable sailing. This accompanied with 1+ knots of current going out the river lead to some very challenging racing.

The races were short, shifty and chaotic. Each race felt a lot like a college sailing race with tight mark roundings and race times

checking in between twenty minutes to half an hour. The shifty and puffy conditions meant whenever you felt comfortable and in a settled position with the boats around you, suddenly a pack of boats from the other side would start sailing in an extra four knots of pressure and be pointing dead at the next mark. The best we found we could do was try to keep a level head and good tabs on the rest of the fleet.

When everything was said and done for the first day Will Brown's consistent sailing put him on top with a 4-4-1-2 at eleven points. We were sitting in second with eighteen points, closely followed by a three-way tie for third place at twenty points between Bobby Martin, Rob Ruffus, and Ryan Sprole. Highlights of the first day included Bobby Martin winning the first two races of the day driving his first Lightning regatta and me repositioning the windward mark with my centerboard. Gathered around the results after they went up the most common word on everybody's lips was 'throwout.'

Sunday morning brought around an all too familiar sight of a glassy river. The AP went up and remarks went around about how well broken in Nyack's AP flag looked. There were no adventurous souls testing the waters early today. Fast-forward an hour and a half and signs of a light southerly are showing by the Tappen Zee Bridge and we go hoping to get the two more races required for a throwout and to close the gap with Will.

The first race of the day saw us a little below the line after underestimating the flooding current and we bounced around shortly after the start trying to find a lane. When the whole fleet flopped over and we heading out to the right we didn't like how things were shaping up so we bailed out to the left. We found some pressure and a lefty on the left side and soon the whole fleet was sitting in our main window. We rounded the top mark leading the race with a nice gap behind. Will was back in a clump of boats around fourth. So far so good. We won the race and Rob Ruffus, sailing a solid last beat finished second, and Will took a fifth. Going

into the last race after a throwout the points were Coplan: 10, Brown: 11, Ruffus: 12 and Martin: 15.

The last race we set up near the pin with Will to windward of us and Ruffus to leeward. We pulled the gun early this time prepared for the strong current and hit the line right at the gun at top speed. We squirted out from the rest of the fleet except for Hugh Hutchinson who won the pin. Ruffus falls back out of the picture but Will holds his lane. We kept in close touch with Will for most of the beat till near the top we let him go out to the left as we thought we were doing well on the lifted tack pointing right on the mark. Once again the left proved strong though as Will came back ahead of us with more pressure round second and quickly taking first. We round fourth but sail a good run and catch two boats putting us right back behind Will. On the last beat we try to stay in control the boats behind. Losing any places is not an option. A sigh of relief passes between the crew as Will crosses the finish in first with us close behind in second. Bobby Martin finishes fourth and Ruffus is deep. Will and I are tied on points and both have two firsts, but we have two seconds to his one and we win the tie-breaker. Intense!

The final scoreline read Coplan, Brown, Martin, Ruffus, Sprole rounding out some very close racing. The most exciting part of the results from the Magnus I see is the number of young sailors and boat grant alumni that finished very well. There was a boat grant alumni on each of the top three boats. This speaks well for the Lightning class!

In the end I need to thank my team Danielle Prior and Nick Troche who did a great job on the boat and I could not have done without. Thanks to Eric Kent for running this years Magnus and our PRO Bill Mann for doing such a wonderful job and getting off six races even after a combined five hours spent in postponement. And lastly thanks to all the competitors who came out for this year's Magnus! Be sure to come back to Nyack for this year's Last Blast in the fall.

2011 Magnus Pedersen Regatta

Lightning Fleet 75 – Nyack Boat Club

June 4–5, 2011

Pos	Sail#	Fleet	Skipper	Crew	R1	R2	R3	R4	R5	R6	Ttl
1	14036	Nyack	Justin Coplan	Danielle Prior Nick Troche	6	2	9	1	1	2	12
2	15383	Barnegat	Will Brown	John Faus Matty Schon	4	4	1	2	5	1	12
3	15385	Riverton	Bobby Martin	Ben Greenfield Fiona Gordon	1	1	7	11	6	4	19
4	15365	Monmouth	Dave Watts	Rob Ruffus Ian Sanderson	3	10	3	4	2	10	22
5	15296	Nyack	Ryan Sprole	Beryl Bell Linda Hutchings	9	6	2	3	7	8	26
6	14888	Nyack	Bob Sengstacken	Daniel Zitin Ben Yannelli	2	8	5	10	4	9	28
7	15055	Riverton	Hugh Hutchinson	Marc Venables Cecile Steinriede	5	5	4	9	9	6	29
8	14942	Riverton	Dick Moyer	Helen Moyer John Depenbrock	11	16	6	5	11	3	36
9	14900	Severn	Gary Hurban	Eric Beck Kiev	8	3	10	15	8	7	36
10	14492	Nyack	Eric Kent	Dan Leinwebber Monique Romero	15	11	13	12	3	5	44
11	15093	Severn	Joan Hurban	Joe Peter Jadvosich	7	13	8	6	12	11	44
12	15059	Nyack	Stephanie Mayo	Bill Mayo Ron McCormack	14	7	12	7	13	13	52
13	15356	Stamford	John Greifzu, Jr.	Joseph Quick Elizabeth Eryin	12	14	15	13	10	12	61
14	14238	Nyack	Dick Leonard	Laura Rice Andrew Graham	13	9	14	8	DNS\ 20	DNS\ 20	64
15	15319	Nyack	Dan Parietti	Jeff Sorensen Bryan Kressler	10	12	11	16	DNS\ 20	DNS\ 20	69
16	14140	Nyack	Bill Cook	Penny Sengatacken Colleen Wintrup	16	15	16	14	14	DNS\ 20	75
17	14363	Nyack	Larry Decker	Jan Crittenden Shea Thorvadsen	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	100
17	14434	Monmouth	Rob Ruffus		DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	100
17	14922	Monmouth	Jack Huntsman	Marshall Huntsman Paul Krzenski	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	DNS\ 20	100

2011 Metropolitan District Championship

Lightning Fleet 75 – Nyack Boat Club

June 4–5, 2011

Pos	Sail#	Fleet	Skipper	Crew	R1	R2	R3	R4	R5	R6	Ttl
1	14036	Nyack	Justin Coplan	Danielle Prior Nick Troche	3	1	4	1	1	1	7
2	15296	Nyack	Ryan Sprole	Beryl Bell Linda Hutchings	4	2	1	2	5	3	12
3	15365	Monmouth	Dave Watts	Rob Ruffus Ian Sanderson	2	6	2	3	2	5	14
4	14888	Nyack	Bob Sengstacken	Daniel Zitin Ben Yannelli	1	4	3	6	4	4	16
5	15059	Nyack	Stephanie Mayo	Bill Mayo Ron McCormack	7	3	6	4	6	6	25
6	14492	Nyack	Eric Kent	Dan Leinwebber Monique Romero	8	7	7	7	3	2	26
7	14238	Nyack	Dick Leonard	Laura Rice Andrew Graham	6	5	8	5	DNS\ 13	DNS\ 13	37
8	15319	Nyack	Dan Parietti	Jeff Sorensen Bryan Kressler	5	8	5	9	DNS\ 13	DNS\ 13	40
9	14140	Nyack	Bill Cook	Penny Sengatacken Colleen Wintrup	9	9	9	8	7	DNS\ 13	42
10	14363	Nyack	Larry Decker	Jan Crittenden Shea Thorvadsen	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	65
10	14434	Monmouth	Rob Ruffus		DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	65
10	14922	Monmouth	Jack Huntsman	Marshall Huntsman Paul Krzenski	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	DNS\ 13	65



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2011 Italian National Championship

Antonino Di Benedetto

Three wonderful days of racing ended with the Numana Championship Italian Lightning Class, where the Italian title on the wire. In fact, the first five tests of the crew looked like a monologue sample of Giacalone outgoing Prinzivalli-Maggio-CV Marsala, but in the last three mates Club (CV Marsala) Reina-Tripoli-Di Benedetto have ringed the first three of by day stagger their lead.

The decisive second in the eighth and final leader of the boat proved that they would repeat the success of 2010. In the third place photo finish: Rustichelli-Rossi-Garza (Cv Castiglione) were the crew that managed to hook-Heckman-Falconara Roccheggiani Bozzi, winning the bronze medal by virtue of the last best results.

Nothing to do for Regis De-cupping-CV Castiglione Toppi, after a first day of your dreams, as a result of yet another failure has finished Championship prematurely.

With the awards ceremony, in which the Commodore Bozzi pioneered the concrete possibility that take place just Numana the Italian Championships, European and World Cup 2013 (in June), the curtain fell on these three exciting days of sailing, always accompanied by a nice cool wind in recent days also touched 25 knots.

No	Num	Nome	Punti	R1	R2	R3	R4	R5	R6	R7	R8
1	13706	Giacalone-Prinzivalli-Maggio,, CV Marsala	11,0	2	1	1	1	1	(3)	3	2
2	13462	Reina-Tripoli-Di Benedetto,, CV Marsala	12,0	1	(DNF)	4	2	2	1	1	1
3	14228	Rustichelli-Rossi-Garzi,, C.V. Castiglione	23,0	4	4	3	4	(DNF)	2	2	4
4	13346	Roccheggiani-Heckman-Bozzi,, C.N.Falconara	23,0	3	3	(5)	3	3	4	4	3
5	14316	De Regis-Coppetti-Toppi,, CV Castiglione	57,0	5	2	2	(DNF)	DNF	DNF	DNC	DNC
6	8620	Carletti-Oreficini-Spinuzzi,, Ancona Yacht Club	57,0	(DNF)	5	DNF	6	DNC	DNF	5	5
7	14243	Forgione-Pelosi-Montaini,, C.V. Castiglione	77,0	(DNF)	DNC	DNC	5	DNF	DNF	DNC	DNC
8	12131	Tommasi-Costa-Troiano,, YC Riviera Del Conero	84,0	(DNF)	DNF	DNC	DNC	DNC	DNC	DNC	DNC
8	14554	Sepiacchi-Sepiacchi-Sepiacchi,, C.V. Castiglione	84,0	(DNF)	DNF	DNC	DNC	DNC	DNC	DNC	DNC
8	14102	Messina-Crucitti-Crucitti,, C.V. Marsala	84,0	(DNF)	DNF	DNC	DNC	DNC	DNC	DNC	DNC
8	13878	Sammartano-Spano'-Ottovoggio,, C.V. Marsala	84,0	(DNF)	DNF	DNC	DNC	DNC	DNC	DNC	DNC



Commodore Renzo Bozzi



Champions—Giacalone, Prinzivalli and Maggio



2nd—Reina, Tripoli and Di Benedetto



3rd—Rustichelli, Rossi and Garzi



Lake Erie District Championship

Davis Starck

The 2011 Lake Erie District Championship was sailed June 18–19 at the Chautauqua Institution on Chautauqua Lake, New York. The Neville and Scanlon families did an outstanding job coordinating the event. PRO and long-time Lightning sailor Doug Huesseler ran six great races.

A noticeable and pleasant site at this year's regatta was the number of juniors and sailors in their early 20s participating. They are the future of the Cass!

ILCA's Laura Jeffers flew up for the regatta and sailed with Adam and Joy MacDonald. It is always nice to have the Executive Secretary at the event. I think Adam enjoyed having Laura aboard. They sailed well and were tough to

beat. Congratulations to Adam's team.

A couple of special awards are given annually at the districts. The Kaleigh Wilday Memorial Trophy is awarded her memory to the youngest competing sailor at the regatta. This year's winner was Paige Robinson. The Jerry Blake Crew Award is given to the crew who displayed dedication and devotion to their skipper, boat, and the team. This year's winners were the brother and sister team of Nate and Anna Linn Currie.

Finally, I'd like to thank my team, Jody and Ian. It's always fun spending time with them on a Lightning. They are incredibly good sailors, detail oriented, and trying to get ready for the World Championship next month.



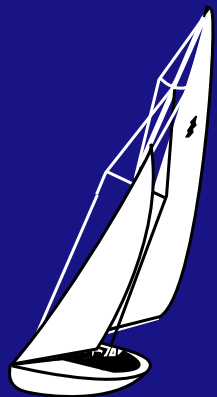
Paige Robinson receiving the Kaleigh Wilday Memorial Trophy from David Starck



Anna Linn Currie and her brother Nate received the Jerry Blake Crew Award

Pos	Boat	Club	Skipper	Crew	R1	R2	R3	R4	R5	R6	Ttl	Net
1	15399	BCC	David Starck	Jody Starck Ian Jones	3	1	1	1	5	2	13	8
2	15246	BCC	Adam MacDonald	Joy MacDonald Laura Jeffers	2	4	3	4	1	9	23	14
3	9	BCC	Tom Allen	Karl Allen Jim Landi	6	11	5	3	2	1	28	17
4	15412	Chautauqua	Tim Scanlon	Christine Moloney Allie Jones	1	6	2	10	8	3	30	20
5	14948	Chautauqua	Becky Scanlon	Candy Neville Maggie Scanlon	5	12	6	7	3	4	37	25
6	14580	Silver Lake	Steve Cox	Bob King Mark Dadd	9	7	10	5	4	5	40	30
7	14680	BCC	Ed Roseberry	Erin Gregory Lauren Jones	8	3	9	2	13	11	46	33
8	15339	BCC	Warren Emblidge	Brain Starck Kevin Cavalieri	7	8	7	6	10	8	46	36
9	10922	Chautauqua	Jim Neville	Anne Neville Cherie Neville	4	13	12	12	7	6	54	41
10	14416	BCC	Peter Godfrey	Connor Godfrey Bryan Markarian	13	2	4	11	12	15	57	42
11	15422	Chautauqua	Brad Neville	Hugh Danilack Matt Danilack	11	5	11	9	6	13	55	42
12	15272	BCC	Mark Grinder	Anne Montgomery Greg Schalk	10	9	13	8	11	7	58	45
13	14479	BCC	Kevin Robinson	Kathryn Moloney Paige Robinson	12	14	8	13	9	10	66	52
14	15100	Chautauqua	Brad Currie	Anna Linn Currie Nate Currie	14	10	14	14	15	12	79	64





Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

2011 Wooden Open One-Design Regatta

Sponsored by Wooden Boat Magazine

Bob Astrove



For three days over the weekend of May 21–23, Wooden Boat Magazine sponsored a revival of its “WOOD” Regatta. WOOD stands for ‘Wooden Open One Design,’ an event open to any one-design sailboat made of wood and under twenty-five feet in length.

This event was the first of three Wooden Lightning events on our calendar for 2011. Next up is the Finger Lakes Boating Museum event July 23–24 and our annual “Wooden Lightning Get Together” in Syracuse the weekend of July 13–14.

Among the forty registrants were seven Lightnings, two of which were late scratches due to one bad back (Bryne and Karen O’Brien, Ithaca) and a business trip to France (Doug Dixon, Tidewater, Virginia). But five Lightnings did sail.

The event was held at the Rock Hall Yacht Club up the Chester River off the eastern shore of the Chesapeake, a fantastic place to sail, as some of us already knew from the 2008 Atlantic Coast Championships and the 2010 Dixie Districts. We were absolutely blessed with great weather—not too hot, winds were about ten on Friday, 6–10 on Saturday with a brief drifter between races, and 15 mph on Sunday.

The group was split into two race courses, according to boat size. The smaller boats, including eight moths and a variety of other small boats, sailed on the inside course, while the Lightnings, several Wayfarers, a modified 110, Windmill, Fireball, Hampton, and handful of custom and home-built designs sailed the outside course. On Saturday the



Lightnings raced as a one-design fleet, and on Sunday we joined all others in three races under the Portsmouth handicap system.

The Lightning group included fifty-year Lightning sailor, Franz Schneider from New Jersey, Corky Gray, current Lightning Class Historian, myself, and two boats from the Philadelphia Wooden Boat Factory youth program. Other visitors stopping by the event included Herm Henschen, former Lightning Class Chief Measurer and Mike Anders who is in the process of restoring an old Woody himself.

The racing was all fun, with Franz and I dueling in each race. Franz in his late 1950s Lippincott and I drove my similarly aged 1960 Nickels & Holman. Corky was out there flying his cotton sails and Parachute spinnaker on his beautifully restored Skaneateles boat, # 1915. After some side-by-side daysailing on Friday, I was very impressed with they way these old sails move the boat. And, of course, they provide a great lesson in just how far sail making has evolved over the last sixty years.

Personally, I really enjoyed the Sunday races where the boats all started together, and we raced under the Portsmouth system. It was interesting to see how the different boats performed on different points of sail against each other. We finished third on corrected time beaten, by the 110 and one very well sailed Wayfarer.



As with all classic boat events, the racing is low key, fun, and just one element of the weekend. Studying the different construction methods and some of the custom designs is all interesting. And what was so much fun at this event was the long discussions with the owners of the other designs.

One other new/old aspect of this event was that most of the participants camped out at the yacht club. Personally, I had not slept in a tent in decades, but I have to say that I found that it added to the event, as it kept the participants on site and in a social mode late into the evening.

Extra special at this event was having the two boats from the Philadelphia Wooden Boat Factory join us. The group has recently completed restoration on two wooden Lightnings, and they are teaching groups of middle school age kids how to work on the boats and how to sail.. This regatta was their first, and it was pretty obvious the kids must have had a great time. Saturday was the maiden launch for their boats, and while they suffered all the usual setbacks of first-time rigging and launching, both boats did get on the water, and all the kids got some sailing in.

Look for these kids at regattas near you in the coming years. And pick up a copy of Wooden Boat Magazine for the slick pictures and professional write-up on this event. For more information on this fabulous youth program, check out www.woodenboatfactory.org.

And while you are at it, the program could use your financial support. They are also looking for a donation of two serviceable main sails for # 9669 and # 5977. The boats will be featured in our summer sailing program starting July 5.

The main sails on both boats are old, have lost shape and are without battens. Their masts are of the older rectangular type, which have a sail track. Recently, Brian Hayes of North Sails found and donated a crisp, newer looking jib, Thank you Brian and North Sails!

Please contact Brett Hart, Executive Director of the Philadelphia Wooden Boat Factory at (267)343-4401 or via e-mail brett@woodenboatfactory.org if you have a main sail to donate to their program.

I apologize for not having more quality photographs. When we got to the end of the event, Corky and I realized we had spent way too much time talking and not enough time taking photos. You can see some photos taken by others at:

<http://s220.photobucket.com/albums/dd129/DaleGenther/2011%20Wooden%20Boat%20Regatta/> and the professional pictures at: <http://chessiephoto.com/f388029379>.



You may view the Photo Gallery in the eNewsletter



Lightning Family News

Farewell to Henry Ernest Dean

I would like to share with you and other members of the "OLD" guard the passing of Henry Ernest Dean on February 1, 2011. I would have told you sooner, but I only found out about it a few weeks before the memorial service, which Kate and myself, along with long-time Lightning sailor Ralph Messersmith, attended on June 1, 2011.

If my memory serves me correctly, I first saw Ernie back in the late 50s early 60s as a crew for Marjorie Adams at Bay Head Yacht Club in New Jersey. He then served in Bob Seidelman's crew during all of those years when Bob was dominating the CADs and Midwinter circuits. Truly, Ernie was the master in the front of the boat. For many years I witnessed this first hand as part of a foredeck crew racing in the Caribbean on the big boats, and I just marveled at his knowledge, his anticipation and skills.

Rumor had it that Ernie also enjoyed many of the other benefits of Regatta weekends, particularly the social "hours" (or should I say evenings).

Ernie, in his own right, was a skilled helmsman and would occasionally show up with a boat and win a weekend regatta. Many from the Island Heights/Toms River area will remember him as a Barnegat "Bayman." For all of us who attended on June 1, it truly was a wonderful celebration of Ernie's Life. Ernie and Joy are together once again. Until we meet again my friend...

Charlie Howe

ILCA Class President, 1974

Olivia Constants

July 28, 1996–June 23, 2011

It is with extreme sadness that we inform you that Steve and Dorothy Constants' younger daughter Olivia drowned June 23, 2011. She was crewing on a 420 as part of the Severn Sailing Association Junior Sailing School. The boat capsized, she was caught in the rigging and was unable to escape. It took several minutes for the SSA Instructor to free her from the rigging, and CPR was started as soon as she was brought into the instructor's boat.

The Constants family is an integral part of the Dixie District, Fleet 329, Severn Sailing Association, Annapolis, Maryland. Please keep the family, the members of the SSA Junior Sailing program, and the Dixie District in your thoughts and prayers in the wake of this tragic incident.

Online Condolences: <http://www.lastingtributesfuneralcare.com/obituaries/Olivia-Constants/#/TributeWall>

Greetings from Tuusula Lake!



We have started a training program for young Lightning sailors to make them more ready for 2012 ILCA Youth Worlds.

We have sailed four out of six races in our ranking series. Next will be Europeans at the beginning of August. There, I think, it is possible to see how some of our junior teams have developed their sailing skills. Until now, youth teams have achieved position three in Finnish ranking races.

The next major sailing event in Finland is going to be the Open Europeans. Some of us are going to help organize the regatta. Good training for 2012 Youth Worlds!

*Erik Hartman–Fleet 456
Tuusulanjarvi, Finland*



Welcome New Member Richard Miller

I grew up sailing with my family in Lightning 1353, "Polaris," a Skaneateles build, on Cass and Higgins Lakes in Michigan. My Dad later had two more Lightnings, Polaris II and III.

Naturally, mine is Polaris IV, bought in 2009—wooden hull and spars, beautiful brightwork. It was built in Green Bay in 1964, the year I got married. I sail her on Portage Lake, near Ann Arbor, Michigan, and she is the center of attention whenever we go out.

Five generations of my family have now sailed in our Lightnings!

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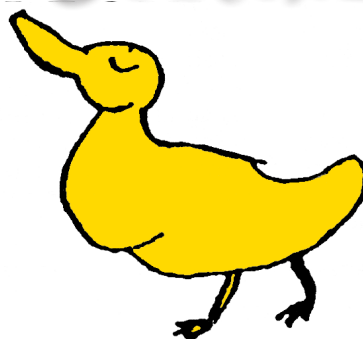
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Atlantic Coast Championship

Malletts Bay, Vermont July 30-31 2011



Malletts Bay Boat Club and Lightning Fleet 301 invite you to the 2011 Atlantic Coast Championships on Lake Champlain in Vermont.

The Details:

- July 30 & 31, 2011
- Visit www.mbbc-vt.org/events/ACCs2011 for NOR, Schedule, places to stay and registration.
- Register early (by 6/30) for discounted entry fee.
- All registration will be done on-line. Registration closes 7/26.
- Bring your family. Enjoy our Vermont hospitality. Come early. Stay late.
- There'll be a mix of racing & social activities including local band "Quadra".

REGISTER NOW!



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- 2) You came to MBBC for the 2001 NAs, 2009 Worlds or 2003 ACCs, and you can't wait to come back!
- 3) You've never sailed in Malletts Bay and can't wait to see for yourself what it is all about!
- 4) Beautiful scenery—green mountains to the east and Adirondack mountains to the west.
- 5) Burlington, Vermont, is rated one of the best places to live in the US.
- 6) Lots of things for family to do if you want to take a few extra vacation days.
- 7) Last chance to tune up for the NAs.
- 8) Biggest Lightning regatta in the East—a great regatta opportunity if you can't attend the NAs.
- 9) Live entertainment at the club Saturday night—not just fleet 301 members telling jokes—an actual band with dancing!!!
- 10) Beer Boat and Kika Juice!!!



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2011 Southern Circuit

Savannah

1,2,3,4,5,6,7,8,9

Miami

1,2,3,4,5,6,7,8,9,10

St. Pete

1,2,3,4,5,7,8,9,10

Circuit Overall

1,2,3,4,5,6,7,9,10



One Design

Then & Now



This was the aftermath of Brian Taboada going to Rehobeth with brother Keith Taboada's boat, Rip City – AKA "The Country Squire" and breaking his mast.



Brian Taboada sailing in the 50th Anniversary Long John Regatta



Russ Schon and Brian and Keith's sister, Linda, are making sure Brian doesn't do it again!



Brian, with team Megan Cran and Courtney O'Connor, took 2nd Place at the Long John

For this issue, can your guess:

Who is this little cutie?

Who is at the helm? Here is a hint...the photo was taken at the 1969 NAs at the Buffalo Canoe Club. As a bonus, question who is sailing in the boat behind him?



Please send your guesses to ILCA President Rob Ruhlman at: rgr@preformed.com. We Will also be doing a special *Then & Now* section for the upcoming yearbook. Please send your pictures to Rob.



Southeastern District Championship

Lenny Krawcheck

The 2011 Southeastern Lightning Districts were held on Lake Hartwell on the weekend of May 14. The event was hosted by Western Carolina Sailing Club and was a great success, on and off the water.

The courses set by John Kreidler were long and challenging. The seventeen boats competing included five former District Champions, recent Lightning Boat Grant recipient, Will Tyner, and six boats from the rejuvenated Charleston Fleet.

Two of three scheduled races were completed on Saturday prior to the predicted afternoon thunderstorm. The races were sailed in almost perfect 8–13 mph conditions. Karen Dial won the first race and Bob Harkrider the second. There were numerous changes in positions upwind in the shifting conditions. The left side of the course paid off most, but not all of the time. John Pelosi was the only one who figured it out on Saturday and led at the end of the day with an impressive 3 and 4. Karen and Bob both had IOs in the races they did not win and ended up the day in a five-way tie for second place with II points.

Hoping to get in three races on Sunday, the Race Committee moved the starting time up to 9:00 AM. The day started out breezy, cool and overcast. The wind was again out of the southwest, and we went from hiking in the first two races to light air in the finale.

The first race on Sunday was won by Will Tyner. He was closely followed by Bob

Harkrider, Will Sloger, and Lenny Krawcheck. The second race was hotly contested between Will Sloger and Lenny Krawcheck, with Lenny moving to the front right at the finish line. With one race to go, Sloger led the regatta, demonstrating good speed and consistency. Lenny trailed by three points, with Mark Marenakos of Charleston sailing smart and fast. Sloger and Krawcheck battled it out for the first two legs of the last race for the Championship.

The third leg proved to be decisive, with Sloger falling victim to a dying breeze on the right side of the last upwind leg and Krawcheck moving out to win the race and the Championship.

This was the largest Districts in the Southeast in many years. The Charleston Fleet underwent phenomenal growth from three to fifteen boats over the winter when Lightning icon Greg Fisher moved to Charleston to become Director of Sailing at the College of Charleston. The Charleston success seemed to spark new enthusiasm in the District, which was evident on the race course.

Many thanks go out to Regatta Chair, Dennis Baker, Race Course Chair, John Kreidler, an able and talented Flying Scot sailor, and the Western Carolina Sailing Club. They went out of their way to provide fine racing and a memorable social and buffet dinner on Saturday evening.

Hopefully, we will be invited back soon.

Pos	Sail#	HelmName	R1	R2	R3	R4	R5	Total
1	15085	Lenny Krawcheck	7	6	4	1	1	19
2	15116	Will Sloger	4	7	2	2	7	22
3	14930	Mark Marenakos	6	5	5	6	2	24
4	14932	John Pelosi	3	4	10	5	5	27
5	15310	Bob Harkrider	10	1	3	7	11	32
6	15351	Pierce Barden	9	2	7	9	6	33
7	11810	Will Tyner	8	8	1	3	14	34
8	15285	John Sawyer	5	9	13	4	4	35
9	14702	Karen Dial	1	10	9	15	8	43
10	14127	Marcus Moehlman	12	14	6	16	3	51
11	14532	Nick Valente	13	3	14	12	12	54
12	15141	Craig Milling	2	17	15	14	9	57
13	13738	Lauren Beauchamp	11	13	16	10	13	63
14	14684	Chris Hamilton	16	15	12	11	10	64
15	14412	Dennis Baker	14	12	11	13	17	67
16	11771	Bill Sloger	15	11	19DNF	8	16	69
17	15180	Pam Burke	17	16	8	17	15	73
18	15181	Greg Fisher	19DNC	19DNC	19DNC	19DNC	19DNC	95

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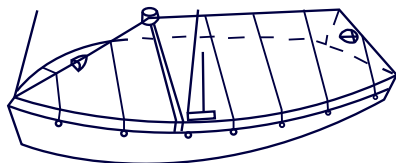
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Southeastern District Travelling Circuit

Wrightsville Regatta

Carolina Yacht Club

June 4–5, 2011

John Sawyer



There were a few Lightnings around the waters of Wrightsville Beach in the 50s and 60s. They reappeared in 1993 when John Sawyer brought one back from St. Pete. The story is that John was without a racing dingy for about two hours, having sold one dingy at Davis Island Yacht Club, Tampa. He then drove across the bridge to St. Pete to pick up a good Lightning at the Mid Winters before making the trip back to Wilmington.

Billy King and Bill Craig also bought a boat that year; Waldkirch and Barden followed in 1995. In that period about seventeen out-of-town boats showed up to join two or three local boats and sail in the ocean in the first Lightning district regatta at our club. What a Class!

Fleet 511 was born and has since grown to fourteen boats, and this regatta has been sailed at the CYC every year since that first visit from so many. The Southeastern District has provided great support, and the fleet has grown to be a competitive group that is blessed with a supporting club, excellent race committees and a local racing schedule of Tuesday night races in the sound and Saturdays in the ocean.

Nineteen boats raced in the regatta this year, ten locals and nine travelers. The Friday evening pot luck social, hosted by Fleet 511 at the Sawyer's was, like last year, a full house with kids, dogs, boats, RC and sailors—basically all the stuff that counts.

Saturday light air and opposing tide made the sail out longer than normal, but once in the more open ocean, flat water and a breeze of 5–7 made the day workable. Team Sawyer had a good day, pointing higher with equal speed. Picking up again on Sunday after race 4 still in light air, we wondered if the boat was magic, putting many boats between us and second place for a 7 point cushion. Race 5 started with a general recall, followed by a long wait as the wind clocked 270 degrees in 90 minutes and finally settled in at 165, a sea breeze of 7+.

We answered the magic boat question as we focused on our position versus the second and third place boats and seldom found a clear air break, producing a near disastrous 10th-place finish. Local boats Waldkirch, Sawyer, Taylor and Cowen all won races, so perhaps the fleet as a whole is sailing well. Please consider joining us next year for this early June regatta. We are always interested in bigger fleets and good competition.

Pos	Sail#	Skipper/Crew	R1	R2	R3	R4	R5	Ttl
1	15285	John Sawyer, Becky Sawyer, Dan Morton	4	1	2	1	10	18
2	15139	Pierce Barden, Tommy van Arsdale, Emily Aspland	2	3	5	5	3	18
3	14701	Jim Harris, Ryan Taro, Chip Till	3	6	3	6	4	22
4	9398	Jay Taylor, Phil Taylor, Cindy Wolf	7	8	1	3	7	26
5	14695	Richard Waldkirch, Katie Sherwood, Adam Keen	1	9	8	8	9	35
6	14930	Mark Marenakos, George Scarborough, Batton Kennon	9	4	9	10	5	37
7	4702	Will Tyner, Resse Wilkins, Conner Brady	6	2	20\ OCS	4	8	40
8	14318	Rick Essman, Ron Gerfelder, Dwayne Furmidge	15	11	11	2	2	41
9	15085	Lenny Krawcheck, Oliver Humphreys, ?	12	10	4	9	6	41
10	14682	Bob Cowen, Ben Bowie, Teresa Kramer	10	15	7	11	1	44
11	14356	Chris Stone, Billy King, David Powell	5	13	6	15	20\ DNF	59
12	14752	Reggie Fairchild, Ned Gross, Will Schaller	14	12	10	12	12	60
13	14932	John Pelosi, Dave Oller, Harold Broadwell	13	5	20\ OCS	7	20\ DNS	65
14	15236	John Pelosi, Dave Oller, Harold Broadwell	17	7	17	13	13	67
15	14684	Chris Hamilton, ?,?	16	16	12	14	11	69
16	14702	Karen Dial, Kathy Gaddy, Diana Wrisley	11	14	13	16	15	69
17	15141	Craig Milling, Alecia Milling, David Parshall	8	17	16	17	20\ DNS	78
18	15116	Bill Sloger, Marya Barker, Suzanne Lea	19	19	15	18	14	85
19	14062	Andrew Barton, Rod Nason, Stanton Smith	18	18	14	20\ DNC	20\ DNS	90





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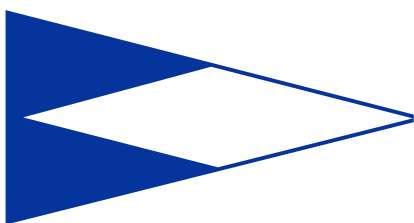
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New England Spring Regatta

Malletts Bay Boat Club

Fleet 301

June 4–5, 2011



Pos	Boat	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Ttl	Drop	Ttl
1	15381	Fastiggi	Coburn Gagne	1	4	4	1	4	4	4	4	26	-4	22
2	14905	Allen	Littee Jay	10	3	2	4	6	1	3	8	37	-10	27
3	15210	Leger	Armitage Boucher	2	2	6	2	7	3	8	10	40	-10	30
4	14584	Hazelett	Unsworth Demming	4	1	5	5	5	10	10	2	42	-10	32
5	14396	Deyett	Deyett Endsley	3	11	1	13	10	6	1	7	52	-13	39
6	14640	Brush	Tugen Tugen	11	6	9	3	1	4	6	11	51	-11	40
7	15132	Gibbs	Boardman Holland	5	10	7	14	2	9	15	3	65	-15	50
8	14119	Miller	Miller Davison	12	5	11	7	9	7	2	9	62	-12	50
9	14972	Zachary	Kruger Baker/Maria	7	9	3	10	7	8	9	14	67	-14	53
10	14050	Gardner	Gardner Robertson	13	14	13	9	16	2	5	1	73	-16	57
11	15060	Ambrose	Ambroe Hamilton	14	12	14	11	3	11	11	5	81	-14	67
12	14520	Cox	Schwartz Milton	8	13	10	6	13	12	16	12	90	-16	74
13	14146	Aswad	Hughes Bowen	16	7	17	19	12	19	7	6	103	-19	84
14	14446	Hamblett	Brush White	6	15	15	15	11	15	13	15	105	-15	90
15	14514	Tran	Tran Dewane	17	17	12	8	15	14	14	13	110	-17	93
16	15237	Gardner	Milton Johnson	9	8	8	12	19	19	19	19	113	-19	94
17	15111	Cuccio	Hofrichter Pieper	15	16	16	16	14	13	12	16	118	-16	102
18	12867	Hendrickson	Hendrickson Hendrickson	18	18	18	18	17	16	17	17	139	-18	121



2011 Dixie District Championship

Havre de Grace Yacht Club—Havre de Grace, Maryland

June 11–12

Patrick Phelan

This years Dixie District Championship was held by Fleet 192 and Havre de Grace Yacht Club in scenic Havre de Grace, Maryland, on the confluence of the Susquehanna River and Chesapeake Bay. Despite the economic conditions and gas prices, nineteen boats raced in mostly sunny and warm conditions over both days. A newly revitalized Fleet 192 with fresh boats and blood was anxious to host a fun, competitive regatta.

The first days racing found good wind—until the boats approached the first mark and the wind diminished. Thereafter, the boats struggled around the course that was shortened to three legs. For the remainder of the series, save for one five legger, we sailed four-leg windward-leewards. Boats struggled on all sides of the course to grasp the brief winds, and positions changed greatly. The Constants Team was able to develop a big lead before the wind died and won handily.

With the wind having died, the RC brought the fleet to shore to await a hoped-for later breeze. As often happens, further racing was canceled after a postponement—only to later have a tantalizingly beautiful wind arise to cool off the party and dinner which was replete with radio controlled sailboats, the

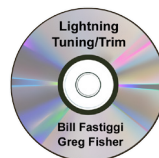
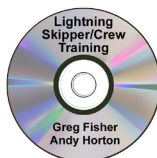
usual libations and an excellent creole dinner. For many, the party continued with a haphazard red rover and flip cup game that demonstrated how silly we sailors can become off the water.

The next day the racing began earlier and took advantage of light but somewhat steady breezes out of the southeast. The RC boat was determined to use the allotted time to get competitors a complete day of racing, and five races were enjoyed with four different competitors (Prior, Phelan, Werner x 2, Constants) winning races. In the last few races the points were tight between Constants and Werner for the perpetual trophy and Dixie Champion bragging rights, but Constants extinguished any hope by nailing his second bullet of the regatta. Kudos to the leaders, insofar as their finishes didn't reflect the struggles on the course, as many races saw them struggle back from mid fleet.

Many thanks to the RC Pro Lynda Corrado and her crew for dealing with the challenging conditions (and providing some "flag" entertainment). Also to Havre de Grace Yacht Club and Tidewater Marina for supporting the local Lightning fleet. We hope to see you all in August for the "Duck Challenge" Regatta.



Pos	Boat	Team	R1	R2	R3	R4	R5	R6	Ttl
1	Bella	S. Constants, D. Constants, C. Constants	1	-7	2	2	2	1	8
2	Killer Biscuits	J. Werner, H. Dodd, J. Millar	4	4	1	1	3	-9	13
3		C. Wardwell, C. Bidwell, D. Prior	2	2	5	5	4	-6	18
4		P. Phelan, B. Phelan, J. Phelan	-8	5	8	4	1	5	23
5	Wormburner	F. Hanson, B. Hill, M. Mays/L. Blackwell	5	-21	4	9	8	7	33
6	Loon	J. Brickell, M. Constants, T. Apker	3	8	6	7	-14	10	34
7		T. Prior, G. Hoffer, M. Jay	6	1	-14	3	12	13	35
8	Deux Poissons et un Chat	R. Buchanan, J. Ullman, A. Jacob	7	-12	12	11	6	3	39
9	Irie	J. Buczkowski, G.Nagy, V. Navarre	13	11	7	-15	7	2	40
10	Sinistra	R. Welch, a. Boesenecker, L. Kugler	11	9	10	6	-15	8	44
11	Hers	J. Hurban, P. Jadrosich, M. Schoenbeck	9	14	3	12	9	-15	47
12		J. Friebele, D. Friebele, C. Kozel	10	15	9	8	5	-17	47
13	His	G. Hurban, K. Ziglas, M. Boaz	12	6	-15	13	11	11	53
14		S. Mickell 13rd, D. Stauffer, M. Lee/	-18	10	16	17	16	4	63
15	Forty Two	M. Magyar, R. Pheris, W. Luber	-19	3	11	14	18	18	64
16	Spitfire	J. Bates, K. Smith, C. Seabra	14	-18	18	10	10	16	68
17	Rolling Thunder	B. Johnson jr., B. Johnson 3rd, J. Adams	16	13	13	-19	13	14	69
18		T. Compton, M. Keen, J. Pasmore	15	16	17	16	17	-22	81
19	Sundancer	G. Kelly, B. Kelly, B. Heida	17	17	-19	18	19	12	83
20		A. Terhune, K. Terhune,	-21	21	21	21	21	21	105



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Skipper/Crew Training: Champions Greg Fisher and Andy Horton show you step by step techniques for fast boat handling. Tacks, sets, gybes, take downs... Directed by Rick Bernstein. Quotes from the Boys: Fisher "When it comes right down to it, it really does come down to the basics, this video is a great starting point for beginners to the experienced" Fastiggi: "The great thing about the Lightning Class is the available help from sailmakers to the weekend racer, this video is another must have tool to help improve performance."

Tuning For Speed: Bill Fastiggi and Greg Fisher "show and tell" how to rig & tune a Lightning. They then show "what to look for," with on the water examples.

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



Friday, after the wet drive up to Boyne, we began gathering on the east side of Lake Charlevoix. I was the first to arrive, not really knowing where to go. I called Jennifer Princing, then pulled into the park, and right behind was John and Gus, then George Pete—ah, it must be the right place.

By Saturday, a light rain/mist with a calm met us for breakfast and the Skippers' meeting, but we had six boats, and the anticipation settled in for a nice breeze. The rain/mist quickly departed as we began getting the boats ready. It was still a bit cold as we headed out to the course, with winds building to WNW 8 to the mid-teens and a few gusts in the high teens and 20s throughout the four races. While the velocity and direction was always changing, the water was flat, allowing for good in-the-groove sailing.

The straight-line speed, acceleration and calling the shifts and puffs were the keys for the day. The length of the weather legs allowed for good speed testing. With Jennifer Princing performing yeoman's work, feeding me puffs, knocks and lifts and relative boat positions all regatta, we were able to make good gains and overcome a couple of so-so starts and one devastating start—a McCree/Pete spit-out-the-back, take-all-sterns type.

Being that this was my first regatta, only my second time out with the Dieball sails, and having only sailed with Fishers, I didn't really

know what to expect—I'm impressed. Our tune was standard, 250 on uppers and 120 on the lowers, and then we played with the blocks until I had the main shape where I wanted.

Race 1, we called the start as a port tack and took sterns as we expected a right shift, which allowed us to cross the fleet. We called the next two shifts, and, bang, we had that "happy" distance where you have some control. The next three on Saturday were all very tight until the end, with many lead changes with a Horse with no Name taking two of three and three with 313 and Red Lion fighting to the finish in each.

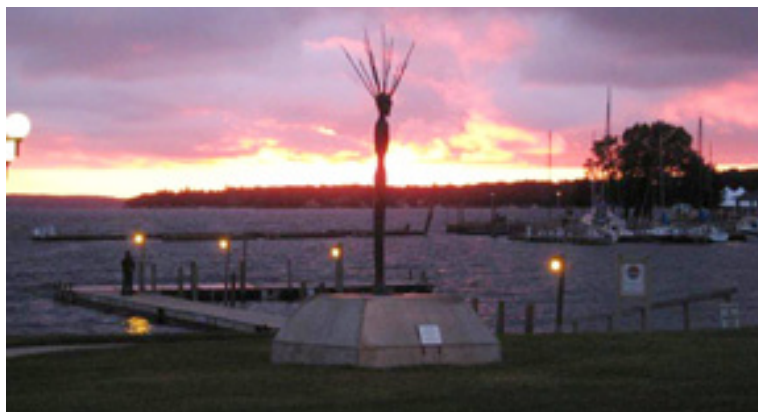
Sunday's conditions were even more difficult, with winds out of the NW in the mid-teens gusting in the low 20s—cold but the sun did show up. With the winds shifting more NNW, the amount of both direction and velocity intensified as we approached the weather mark near the Young State Park peninsula, and it was quite a handful to manage. A few 15+ degree shifts with winds in the high teens resulted in a number of almost "auto tacks," with me being submerged once with tiller hard over as we approached the weather mark. Wind velocities were in the upper teens but constantly changing from six-knot "lulls" to some gusts to the low 20s. The backstay, traveler, mainsheet, cunningham, outhaul jib cloth and wire were always changing, making it difficult to get in a groove. Through all but the

biggest puffs, the key was to keep very good leech control and drive the boat upwind with good helm balance. There were many lead changes throughout the day, both upwind and down, with "Horse with no Name," "313," "Hooch 5am," "Hot Dog Man" and "Red Lion."

All in all Boyne was great set of races to get us going for the Districts.

Many thanks and "great job" to my excellent crew, Jennifer Princing and Alex Clarke.

Pos	Sail#	Name	Crew	R1	R2	R3	R4	R5	R6	Ttl
1	14933	Red Lion	Dave Lyons, Alex Clarke, Jennifer Princing	1	1	2	-2	1	1	6
2	14323	Horse w/no Name	John McCree, Dave Corcoran, Gus Dey	4	2	1	1	3	-6	11
3	15313	313	Mat Morin, Kevin Morin?, Mike Welch	2	-3	3	3	2	2	12
4	14503	Hot Dog Man	George Pete,	-5	4	4	4	5	3	20
5	15300	Hooch 5am	Chris Princing, Ryan Flack, Jon Banner	-6	5	5	5	4	4	23
6	15318	Spinnaker Ninja	Trey Rose	3	6	6	6	6	5	26



2011 Lightning North Americans 1st Annual 5K Run/1K Walk

We will be hosting a 5K Run/1K Walk at the North Americans.

All proceeds to help the Junior Sailors travel to the 2012 Jr. Worlds in Finland.

Date: Saturday, August 6th

Time: 0800 Late Registration / 0830 Start

Start Line: In front of the North Cape Yacht Club

Registration: \$10 or whatever donation you would like to make toward the Junior Worlds fund.

Also accepting donations for those who wish to not run/walk.

If You Have Questions:

Contact Danielle Prior

717-357-5104

danielle_prior@hotmail.com

Southern District Championship



Juby Wynne One-Design Regatta



Pos	Sail#	Skipper	R1	R2	R2	R4	R5	Total
1	15364	Daniel Moriarty	1	1	1	1	1	5
2	15211	Lawrence Frost – (1st Southern District)	4	5	2	2	2	15
3	15360	Clarke Newman	2	3	7	8	3	23
4	15450	Aroldo De Rienzo	7	6	6	6	4	29
5	15329	Tommy Meric – (2nd Southern District)	9	2	8	3	8	30
6	15312	Steve Harris	5	7	10	4	5	31
7	15362	Ian Edwards	3	9	5	9	6	32
8	15386	Mark Boaz	8	4	3	11	10	36
9	15201	Robert Bernhard – (3rd Southern District)	12	8	4	5	7	36
10	13931	Scotty Barret	6	12	9	10	9	46
11	14964	Mark Haas	11	10	11	7	13f	52
12	14666	Crit Currie Jr	10	11	12	13f	13s	59

Dan Moriarty leading Larry Frost





Juby Wynne Champion: Dan Moriarty



Southern District Champion: Larry Frost



Southern District Runner-up: Tommy Meric

International Lightning Class Association
Presents the
2011 Women's/Juniors/Masters North American Championship
August 2-5, 2011
Hosted by
North Cape Yacht Club
La Salle, Michigan

Notice of Race as Amended 6/15/2011

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association (ILCA), in conjunction with North Cape Yacht Club (NCYC), and has been sanctioned in accordance with ILCA Bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) for 2009-2012 and by The Document Governing All Sanctioned Lightning Class Championships (Class Rules).

The following rules in the RRS (below) will be changed and will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.

- 1.3.1 RRS 42.3(c), to not allow certain types of pumping in accordance with the Class Documents.
- 1.3.2 RRS 44.2, to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the Class Rules Documents.
- 1.3.3 RRS 60.1(b), 63.1, 63.6 and 66, to permit Protest Arbitration.
- 1.3.4 In accordance with RRS 70.5(a), decisions of the Protest Committee for the Qualifying Series are final. US Sailing's permission has been requested. If requirements shown on http://raceadmin.ussailing.org/Rules/No_Appeal/Rule_70_5_a_Application.htm are not met, the decisions of the Protest Committee may be appealed. US Sailing's permission is limited to the Qualifying Series only. Competitors may appeal decisions of the Protest Committee in the final Series.
- 1.3.5 VHF radios are allowed for communications with the RC per By Laws Article VIII 5. b) 4) A). There shall be no penalty for breaking the ILCA Class Rule forbidding the use of a VHF radio. The Race Committee encourages and requests each boat to carry a VHF radio and monitor the designated VHF channel(s) as described in the Sailing Instructions See also Section 14 below.
- 1.3.6 Appendix A – Scoring A2 is changed per section 11 of this document that states the number of races needed for a drop. (As Amended 6/15/11)**

2 ADVERTISING

- 2.1 Per ISAF Regulation 20 (the Advertising Code) the ILCA restricts advertising to hulls only.

- 2.2 Boats may be required to display advertising chosen and supplied by the ILCA or the North Cape Yacht Club, per ISAF Regulation 20.3(d).

3 ELIGIBILITY AND ENTRY

- 3.1 The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday on before 12/31/11.
- 3.1.1 Each Junior's entrant (Skipper and Crew) must submit signed Junior Medical Emergency Form and Junior Competitors Agreement
- 3.2 The ILCA Women's North American Championship is open to all female sailors (skipper and crew).
- 3.3 The ILCA Masters North American Championship is open to all skippers who will have reached their 55th birthday on or before 12/31/11. Minimum combined age of skipper and crew is 130 years (as of 12/31/11)
- 3.4 Women, Junior and Master skippers must be ILCA Life, Active or Associate members in good standing. Crew must be ILCA Life, Active, Associate, or Crew members in good standing. Photo ID may be required for Master's & Junior's
- 3.5 You MUST have the MEASUREMENT CERTIFICATE for the boat you plan to sail.
- 3.6 Eligible boats may enter by completing an entry form, available at NCYC.net and sending it, along with the required entry fee, postmarked on or before July 23, 2011 to: (As Amended 6/15/11)

~~ILCA Executive Secretary~~
~~Laura Jeffers~~
~~1528 Big Bass Drive~~
~~Tarpon Springs, Florida 34689~~
~~Phone: 727-942-7969~~

North Cape Championships
Heidi Schultz
2638 Talmadge Road
Toledo, OH 43606
Phone: (419) 297-5984

- 3.6.1 Late entries will be accepted until 1400 hrs Tuesday, August 2nd, with an additional late entry penalty fee of \$15.00 USD included (see 4.3). Due to the nature of late entries, meal options will not be available to late entrants.

4 REGISTRATION & FEES

- 4.1 Registration and measurement will be held from 900 to 1600 hrs on August 2, 2011
- 4.2 Required fees are as follows:
- | <u>Fleet</u> | <u>Entry Fee</u> | <u>Entry Fee After 7/23/11</u> |
|--------------|------------------|--------------------------------|
| Junior | \$ 20 | \$ 35 |
| Women's | \$150 | \$165 |
| Masters | \$150 | \$165 |
- 4.3 An additional fee of \$5 will be charged non-US Sailing members.

5 QUALIFICATION FOR OTHER LIGHTNING REGATTAS

- 5.1 From this 2011 Women's, Juniors and Masters Championships, one or more skippers in each fleet, not previously qualified through their District, shall be entitled to enter the 2011 North American Championship Regatta in accordance with the following formula: one skipper qualifies if the fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc. (Class Rule XII.3).

- 5.2 The Women's Fleet will start with the Masters unless there are at least six Women's boats. Each fleet will be scored and qualify separately in accordance with Section 5.1.3
- 5.3 The two US skippers in the 2011 Juniors' North American Championship having the two best scores among those born on or after 1/1/93, willing and able to represent the US in the 2012, shall be named the US entrants for the 2012 Lightning World Youth Championship Regatta. As a clarification, neither the skipper or crew can turn 20 years old in the year they sail the 2012 World Youth Championship.

6 SCHEDULE

- 6.1 Planned Schedule:
- | | | |
|---------------------|-----------|----------------------------|
| Tuesday, August 2 | 0900-1600 | Measurement & Registration |
| | 1800 | Contestant's Meeting |
| | 1900 | Opening Ceremony |
| Wednesday, August 3 | 1100 | First Race of the Day |
| Thursday, August 4 | 1100 | First Race of the Day |
| Friday, August 5 | 1100 | First Race of the Day |
| | 1900 | Awards and Dinner |
- 6.2 The Race Committee will hold no more than 2 races each day for the Masters. However, it may hold a 3rd race for the Women or a 4th race for the Juniors in order to make up races from an earlier day, or in anticipation of poor weather the following day.
- 6.3 No Warning Signal will be made after 1500 hrs. Friday, August 5

7 MEASUREMENT

- 7.1 Boats must hold and present a valid Measurement Certificate and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Documents Governing.
- 7.2 In particular, competitors are advised that the measurement and inspection process for 2011 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows, "Aluminum masts shall be filled with foam from the spreaders to the top of the mast."
- 7.3 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the Regatta. All sails shall have Official ILCA Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules & By-Laws shall be available for inspection by the Measurement Team at the time of measurement.
- 7.4 Competitors are advised that the Chief Measurer may make spot measurements and inspections of required equipment during the Regatta.

8 SAILING INSTRUCTIONS

- 8.1 The Sailing Instructions will be available on August 2, 2011 at registration.

9 VENUE

- 9.1 Races will be sailed on Lake Erie, just east of North Cape Yacht Club approximately one half nautical mile off from the channel marker for the marina. A chart of the racing area will be available at registration.

10 COURSES

- 10.1 The courses will be windward-leeward.

11 SCORING

- 11.1 Abbreviations for scoring shall be in accordance with RRS Appendix A11
- 11.2 Each boat's score will be the sum of her scores for all races, excluding her worst score only if 6 or more races are completed. The boat with the lowest total score wins. This changes RRS A2.
- 11.3 One race is required to be completed to constitute a series.

12 SUPPORT BOATS

- 12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course, including the starting area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise designated in the Sailing Instructions.
- 12.2 Individual competitors may not use a support boat(s) at any time during the Regatta unless such support is available to all competitors or is authorized by the Race Committee.
- 12.3 The penalty for failure to comply with any of these requirements may result in disqualification of all boats associated with the infringing support personnel.

13 BOAT STORAGE

- 13.1 All boats must be at the Regatta site by 1400 hours on August 2nd, and remain there for the duration of the Regatta, except by written permission from the Regatta Organizing Authority.

14 RADIO COMMUNICATIONS

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

15 PRIZES

- 15.1 Prizes will be awarded to top placing skippers and crews in each of the Women's, Juniors and Masters fleets commensurate with the number of entrants.
- 15.2 Perpetual Trophies will be presented to the North American Champion in the Women's, Juniors, and Masters fleets.

16 DISCLAIMER OF LIABILITY

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

17. ADDITIONAL INFORMATION / REGATTA CONTACTS

ILCA:

International Lightning Class Association

Laura Jeffers, Executive Secretary

727-942-7969

office@lightningclass.org

Host Club Regatta Organizers:

Laurie Dieball – Regatta Chairman

northcapechampionships@gmail.com

419-944-3011

Skip Dieball

skipdball@aol.com

419-729-4777

George Sipel

Gsipel@aol.com

419-466-3442

The International Lightning Class Association

Presents the

2011 ILCA North American Championship

August 5-12, 2011

Hosted by

NORTH CAPE YACHT CLUB

La Salle, MI

Notice of Race as Amended 6/15/2011

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association (ILCA), in conjunction with the North Cape Yacht Club, and has been sanctioned in accordance with ILCA bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) for 2009-2012 and by The Document Governing All Sanctioned Lightning Class Championships (Class Rules).
- 1.3 The following rules in the RRS (below) will be changed and will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.
 - 1.3.1 RRS 42.3(c), to not allow certain types of pumping in accordance with the Class Documents.
 - 1.3.2 RRS 44.2, to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the Class Rules Documents.
 - 1.3.3 RRS 60.1(b), 63.1, 63.6 and 66, to permit Protest Arbitration.
 - 1.3.4 In accordance with RRS 70.5(a), decisions of the Protest Committee for the Qualifying Series are final. US Sailing's permission has been requested. If requirements shown on http://raceadmin.ussailing.org/Rules/No_Appeal/Rule_70_5_a_Application.htm are not met, the decisions of the Protest Committee may be appealed. US Sailing's permission is limited to the Qualifying Series only. Competitors may appeal decisions of the Protest Committee in the final Series.
 - 1.3.5 VHF radios are allowed for communications with the RC per By Laws Article VIII 5. b) 4) A). There shall be no penalty for breaking the ILCA Class Rule forbidding the use of a VHF radio. The Race Committee encourages and requests each boat to carry a VHF radio and monitor the designated VHF channel(s) as described in the Sailing Instructions See also Section 14 below.
 - 1.3.6 Appendix A – Scoring A2 is changed per section 11 of this document that states the number of races needed for a drop. (As Amended 6/15/11)**

2 ADVERTISING

- 2.1 Per ISAF Regulation 20 (the Advertising Code) the ILCA restricts advertising to hulls only.

- 2.2 Boats may be required to display advertising chosen and supplied by the ILCA or the North Cape Yacht Club, per ISAF Regulation 20.3(d).

3 ELIGIBILITY & ENTRY

- 3.1 Eligibility for entry shall be in accordance with Articles V, VI, and XII of the Documents Governing. Each ~~U.S. and Canadian~~ **North American** entry shall qualify for participation in the North American Championship by sailing in their respective District Championship Regatta. The Quota for each district will be as follows: (As Amended 6/15/11)
- 3.1.1 The quota for the North American Championship will be as determined by the ILCA Executive Committee.
- 3.1.2 The Michigan District will have its quota doubled.
- 3.1.3 Each District shall be allocated one additional boat in the North American Championship for every ~~four~~ **THREE** boats from that District that sailed in the Blue Fleet in the 2010 North American Championship. (As Amended 6/15/11)
- 3.1.4 In addition, members of the ILCA Executive Committee, the Vice President of the North American Championship, the 2010 North American Champion and the 2009 World Champion need not qualify to sail in the 2011 North American Championship. The Executive Committee may permit up to ten (10) skippers from outside North America to compete; one or more skippers not previously qualified through their Districts may, as determined by the Executive Committee, qualify from each of the Women's, Masters' and Juniors' 2011 North American Championship Regatta.
- 3.2 A completed entry form, available at www.ncyc.net, along with the entry fee of \$425.00 USD, must be received or postmarked on or before July 23, 2011. US Sailing membership discount is ten dollars. See entry form for details.
- 3.3 Late entries will be accepted until Saturday, July 30 (one week prior to event), with payment of an additional late entry penalty of \$50.00 USD.
- 3.4 Entries must be mailed to: (As Amended 6/15/11)
- | | |
|--|--------------------------|
| ILCA Executive Secretary | North Cape Championships |
| Laura Jeffers | Heidi Schultz |
| 1528 Big Bass Drive | 2638 Talmadge Road |
| Tarpon Springs, Florida 34689 | Toledo, OH 43606 |
| Phone: 727-942-7969 | Phone: (419) 297-5984 |

4 REGISTRATION & FEES

- 4.1 Registration check-in and measurement will be held from 1200 to 1800 on August 5, 2011 and from 0900 to 1600 on August 6, 2011.
- 4.2 At registration, each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta on the property of North Cape Yacht Club, or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents, from liability for such damage or injury.

5 QUALIFYING SERIES & FINAL SERIES

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

6 SCHEDULE

6.1 Planned Schedule:

Friday, 8/5/11	1200-1800	Registration & Measurement
Saturday, 8/6/11	900-1600	Registration & Measurement
	1000	Special Governing Board Meeting
	1400	Warning Signal - Practice Race
	1800	Opening Ceremony - Skippers Meeting
Sunday, 8/7/11	930	Special General Meeting
	1300	Qualifying Series Warning Signal, 1st race of the day
Monday, 8/8/11	1300	Qualifying Series Warning Signal, 1st race of the day
Tuesday, 8/9/11	1300	Final Series–(Championship, Presidents’ Cup, Governor’s Cup)–Warning Signal, 1st race of the day
Wednesday, 8/10/11	1300	Final Series – (Championship, Presidents’ Cup, Governor’s Cup) – Warning Signal, 1st race of the day
Thursday, 8/11/11	1300	Final Series – Warning Signal, 1st race of the day
If the minimum number of races has been completed, there will be no warning signal after 1600 hours on Thursday August 11 (As Amended 6/15/11)		
Friday 8/12/11	1100	Race committee reserves this day for make-up races for Final Series (As Amended 6/15/11)

6.2 ~~No starting sequence will begin after 1600 hrs Thursday August 11, 2011~~
The Race Committee may adjust the race schedule to suit weather conditions.
(As Amended 6/15/11)

7 MEASUREMENT

- 7.1 Every effort will be made by the Chief Measurer and the Measurement Team to make the measurement and inspection process efficient. Competitors, by understanding the measurement requirements, and by complying with the advice given below, will contribute to the efficiency of that process.
- 7.2 Boats must hold and present a valid Measurement Certificate and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Documents Governing.
- 7.3 In particular, competitors are advised that the measurement and inspection process for 2011 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows, “Aluminum masts shall be filled with foam from the spreaders to the top of the mast.”
- 7.4 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the Regatta. All sails shall have Official ILCA Royalty Labels. Main-sail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules shall be available for inspection by the Measurement Team at the time of measurement. Please have the required gear available and with the boat prior to beginning the measurement process.

- 7.5 Competitors are advised that the Chief Measurer may make spot measurements and inspection of required equipment during the Championship.
- 7.6 Boats which have been measured in connection with their participation in the 2011 Women's/ Junior's/ Master's North American Championship at North Cape Yacht Club, will have completed the measurement process for the 2011 North American Championship, subject to the further provisions relating to spot measurements and inspections as specified above.

8 SAILING INSTRUCTIONS

- 8.1 The Sailing Instructions will be available August 5, 2011 at registration.

9 VENUE

- 9.1 Races will be sailed on Lake Erie, just east of North Cape Yacht Club approximately one half nautical mile off from the channel marker for the marina. A chart of the racing area will be available at registration.

10 COURSES

- 10.1 The courses will be windward – leeward, with a 0.75 to 1.5 nm weather leg length, depending upon the weather.

11 SCORING

- 11.1 Letter abbreviations for scoring shall be in accordance with RRS Appendix A11.
- 11.2 Each boat's score will be the sum of her scores for all races, excluding her worst score in the Qualifying Series only if 4 races are completed, and excluding her worst score in the Final Series only if 6 races are completed. This modifies RRS A2. (As Amended 6/15/11)
- 11.3 In the Qualifying Series, a minimum of 2 races are required to be completed to constitute a series. In the Final Series, a minimum of 1 race is required to be completed to constitute a series.

12 SUPPORT BOATS

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

13 BOAT STORAGE

- 13.1 All boats must be at the Regatta site by 1200 hrs on August 6, and remain there for the duration of the Regatta, except by written permission from the Regatta Organizing Authority.
- 13.2 Skippers must dry sail their boats daily. Beach launch is available, but not recommended.

14 RADIO COMMUNICATION

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

15 PRIZES

- 15.1 Prizes will be awarded to top placing skippers and crews in all divisions of the Final Series.
- 15.2 Perpetual Trophies will be awarded to the North American Champion, Runner-up, 2nd Runner-up and 3rd Runner-up
- 15.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.
- 15.4 The Swanson Trophy will be awarded to encourage and recognize women competitors in the North American Championship.
- 15.5 The Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series, (2010 to 2011).
- 15.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
- 15.7 The Elfman Trophy will be awarded to the highest placing Master skipper in the Championship who also skippered in the 2011 North American Masters' Championship.

16 DISCLAIMER OF LIABILITY

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

17. ADDITIONAL INFORMATION / REGATTA CONTACTS

ILCA:

International Lightning Class Association
Laura Jeffers, Executive Secretary
727-942-7969
office@lightningclass.org

Host Club Regatta Organizers:
Laurie Dieball – Regatta Chairman
northcapechampionships@gmail.com
419-944-3011

Skip Dieball
skipdball@aol.com
419-729-4777
George Sipel
Gsipel@aol.com
419-466-3442

CLASSIFIEDS



15351 Nickels. Meticulously maintained. White hull, light gray deck, black rubrail.

Garaged in off-season. Tacktick digital compass. NewSwift Maffioli spin. sheets & Salsa Line main &

jib sheets. Holt Allen snatch blocks on twing lines. Harken pin stop jib car system. Spin. halyard led aft. Jib wire & cloth double ended to side forward deck. Fiberglass rudder head & JCD tiller extension & universal joint. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers. One set of used North Fisher M/J & R2 sails. \$17,900. Also have little-used North Fisher M/J & R2 for additional cost. Contact Pierce Barden - Wilmington, NC m: 910-612-7224 piercebarden@hotmail.com

15345 Nickels. 2010 top 10 NA's + 2010 top 5 Pan Am Trials. Fully Race Rigged. 2 Piece Travel Cover. Mast Cover. Mooring Cover. 700 lbs with lead correctors. Includes one set of used North Fisher Sails. Galvanized Trailer. \$17,500 or B/O. Boat will be available after mid August 2011. John Faus. 609-658-4000. johnfaus@yahoo.com

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000.

The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15302 Nickels. 2006 Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Rigged by Hugh for charter for the 2006 North Americans and placed in the top 10. Boat and all components in excellent condition. Always dry sailed. Off-White deck with white hull and black rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Three (3) padded hiking straps. The following accessories are also included with the boat. Two full set of North Sail Fisher sails: main and jib (1 heavily used set, 1 moderately used and 1 lightly used set). Two North R2 spinnakers, 1 moderately used and 1 lightly used. UK main and jib, lightly used. Quantum light air spinnaker in good condition. Ronstan tiller extension. Suunto compass. Mooring Cover and Full Rudder Cover. 2006 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire, and aft kickstand. Currently located in San Diego, CA. The boat and all equipment are \$15,000.00. Contact Dale at db@windansea-beach.org or 858-442-7600.

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 maststep), 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@markbryantsailing.com

15193 Allen. 2005 Woman's North American Champion. White Hull & Deck. Two Full sets of North Sails. Includes mast, all spars & travel covers. Stainless steel centerboard and laminate rudder with protective cover. Trailer included. Ready to Race! Located in heated garage in Michigan - Holland. Fast boat. US\$ 18,500.00. Call Michael or Christina at 1-774-2834207 or e-mail: manorris@mindspring.com

15151 Allen. 2007 North American Champion, 2nd in 2009 and 6th at 2010 World Championship! Minimum weight White Hull & Deck with Teal waterline pinstripe. Mast was damaged in 2010 and recently replaced with a brand NEW mast, which hasn't yet been used on the boat. Top, bottom, mast and rudder covers and galvanized trailer. Includes Quantum race sails, with limited use, and 2002 North practice sails. Boat is located in Annapolis, MD and is ready to WIN! \$16,500 or best offer. Please call or email Geoff Becker for more information. 410-703-9136 or becker1022@aol.com

14963 Nickels, very little use, excellent condition, looks like new. All white hull, light gray, non-skid deck. All the latest go-fast controls. Ready to race. North/Fisher main, jib and spinnaker, lightly used, still very crinkly. Nickels galvanized trailer, wide bunks, long tongue, light bar, new wheel bearings, with bearing buddies, excellent tires including mounted spare. Hasn't seen salt water! Stored inside during off season. \$11,900 Contact Joe Dissette, Midland, MI (989) 631-2133 - other Lightnings available all price ranges.

14642 Nickels. White hull, white deck with Syracuse University Orange bottom and accent stripes. 2 sets of North sails in good shape. Full set of travel, mast, rudder and mooring covers. Inboard jib tracks and updated car controls. Galvanized trailer. Overall great fresh water boat in excellent condition. \$6,950. Located in Cazenovia, NY just outside Syracuse. Call Rich at (315) 439-9920 or email rhartt@netzero.com.

14478 Allen. White hull with white deck. Full set of sails in good shape. Boat was raced last season, winning the local regatta in Newburyport. Mid and fore deck controls and a mast mount spinnaker halyard. Stainless board, light wooden rudder. Travel cover and dry sailing cover included. Trailer in good shape, bunks replaced last year. \$6,500 Boat located on Massachusetts/New Hampshire boarder. Contact Patrick Gallagher, patrick14384@gmail.com or 978-225-0023

14388 Nickels. Stainless steel centerboard. Boat and all components in great condition for age. Always dry sailed. Light beige deck with white hull and white rub rails. Dual side controls with color-coded lines. Full set of North Sail Fisher sails: main, jib, and spinnaker, great condition for club racing. Second set of North Sail sails: main, & jib. Fully rigged. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Tapered spinnaker lines. Deck compass. North aluminum mast & boom. Spinnaker pole. Tiller with extension. Anchor. Lifting bridle. Mooring Cover Full Rudder Cover. Galvanized Trailer with front mast stand, and steel fenders. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. Additional photos available. Currently in dry storage near Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

14310 Nickels. White, bottom refaired and painted 2001. Allen galvanized trailer, custom top trailing cover, full drysailing cover. 2 suits of North sails. Boat has not been sailed for 5 years, in good shape, located in MA \$5000.00 Phone Eric: 978-424-5835 or ericcutting@yahoo.com

14261 Allen. White hull, blue deck. Dry sailed. Bottom faired by Allen. 703 lbs. with extra weights. SS centerboard. Completely race rigged with double ended foredeck controls, jib uphaul, handylock adjustable turnbuckles on lowers, trailing and standing covers, Allen trailer with wide bunks, North M5 main, (2) 5A+ jibs, (2) spinnakers. \$6,000.00. Contact Ed Roseberry- Buffalo, NY. (O)716-839-5600. (H)716-835-6091. ecloseberry@att.net

14260 Nickels. Light gray hull, gray deck with blue stripe. Two full sets of North sails (Proctor). The boat is race ready. Deck cover, trailing cover, spare tire are included. \$6000.00 contact John Folwell, jdfolwell@yahoo.com or 573-332-1415

14068 Nickels. Yellow hull, 2 complete sets of sails, stainless steel centerboard, cover, trailer. Dry sailed, ready to go. Asking \$5,000. Lansing Williams, Chestertown, MD 410-778-2890. slansing@verizon.net

14059 Nickels, good, decent racing condition, Red. Mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiber-glass and original wooden), lightly used Nickels mast. Trailer included, but it probably needs to be replaced, it's fine for

around the club, but not good for highway use. We love this boat, but can no longer store it, so it has to go - \$4,500. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

14004 Allen, Galv. CB, all running rigging new, Harken controls Sails: Quantum M/J (1 regatta), North J, Fisher M/J, 3 Spin Allen low-ride trailer, light bar, new spare Accessories: Anchor/Rode, paddle, boom crutch, seat cushion, mast blocks, lift bridle, compass, mooring cover. \$5,000, Located in Champaign, IL Contact: D. Walker 202-436-4562, ddw1961@gmail.com

13386 Lippincott, Fiberglass, Built 1979. 2 Mains, 2 Jibs, Shore sails, excellent condition. 3 Spinnakers, good condition. Stainless Centerboard, Aluminum mast. Boat in good condition - All hardware, sheets are race ready. Trailer - good condition with mast crutch and light bar. \$2500.00 Photos on request, boat located in East Tawas, MI Contact: email arnoth@centralscrewproducts.com

12379 - Nickels & Holman. 2 owners, 1 scooting, 1 slowing down. The boat is a great, very stable daysailer ideal for family fun or club racing. Includes 2 sets of sails (one set has wrong number), jib and main, plus one spinnaker. New cover. Stainless steel centerboard. Includes a Trailer which is serviceable but not currently registered. May be inspected at the Rock Hall Yacht Club, MD \$2000, Bill Edwards 410-778-5827 for viewing or details.

12359 fiberglass Lippincott. Vintage classic, colored hull in great condition. Professionally restored with a newer (year 2000), premium galvanized Nickels trailer with spare, light bar, kick stand and tall mast bracket. Rigged right, LOADED with many upgrades. New standing rigging, SS centerboard, two complete sets of NORTH sails, two boom tents, all new HARKEN Carbo Blocks, three (3) padded hiking straps. Traditional look; beautifully varnished mahogany brightwork, tiller and rudder. This is a well-maintained, sweet ride with ALL-new color-coded lines, premium hardware, and pin-stop sheeting. Upgrades include Battelstick, Windex, light-air spinnishets, fast faired CV-17 bottom. Extra's include sails, NEW RITCHIE compass, LOOS tension gauge, lifting bridle, canvas, mooring painter, docklines, flares, PFD's and much more. EVERYTHING YOU NEED TO START SAILING NOW! Great family day-sailer or race boat. Boat and Trailer only \$4000, ALL extra's, including sailing lessons \$2000. Must See! Located near Lake Geneva, WI. (262)723-8771, tim@totalmarinesupply.com

11885 fiberglass Allen, "Annie Oakley". Yellow hull in great condition. Two mains and two jibs, on set in decent condition, on in OK condition. Two spinnakers: one in very good condition the other is good but an older shape. Aluminum spars, with two spinnaker poles. Powder coated steel centerboard and rudder. Refinished teak floorboards and combing. New spinnaker and jib sheets. New main halyard. Steel trailer with fiberglass light bar/mast holder. Travel cover including top, bottom and mast cover. Mooring cover. Dry sailing cover. Call Aaron Frank in Colchester, VT at (802) 343-8954. \$2,300

11576 Lippincott White, with S.S. board. Competitive/ low weight/stiff. Roadworthy trailer. Multiple sets of sails. Needs some updated rigging/blocks & tiller. Located in northern NJ. Pictures. Contact: Jay Richardson 973-271-8304 jayrich54@yahoo.com

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has

copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindscamp.org

10330 Allen. Fiberglass hull, mahogany trim, aluminum spars, steel centerboard, trailer. 2,500 OBO. Located in Topeka, KS. jayhawk1213@sbcglobal.net

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

9204 Siddons & Sindie, SS board has been removed and replaced, with new pivot bolt. Aluminum mast, new mainsail, recent jib. Trailer not pretty, but got me home with the boat 4 years ago! Most of the structural issues have been addressed. Outboard well nicely filled in with new glass and epoxy. Have a new outboard bracket for it, if you like. Wooden frames were replaced where necessary, all were re-bonded to tabbing. Cockpit very clean with Devoe epoxy coating in all the nooks and crannies, teak boards refinished and re-attached. Awlgrip topsides and bottom. Needs new SS rubrails, deck paint. Could stand to have coaming and toerails rebbed. Need to update running rigging. I lost my easy access to the water, that's why I want to sell the boat. Location, Maine \$950/offer Tom 207-321-9972 twoodruff@maine.rr.com

8676 Lippincott, wooden. One owner, always dry sailed. Wooden mast and boom. Includes wide trailer, hoisting tackle, Danforth anchor and line, good paddle. Deck needs new canvas. This boat is a good candidate for refinishing into a real beauty (natural finish inside, white hull with red and blue waterline stripes). Boat can be seen on the Eastern Shore of Maryland about 10 miles from the Chesapeake Bay Bridge. \$1,500 Contact Herman Henschen, (410) 758-0273.

8033 Lippincott wood Lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221

7868 Lars Olsen design, made in Red Bank NJ in 1960. The hull is glued cedar plank; the sole is teak, with mahogany trim. It was rebuilt in 1970 in Saybrook CT. Four owners, only fresh water sailed. Teak & mahogany inside, and has a plywood deck. I gave the original mast/boom to another woodie owner, and replaced with aluminum spars from someone in the Mallets Bay fleet. It's on a decent trailer w/new tires. When I pulled it in 2007, I flipped the boat and completely repacked the hull batting, and used potting compound on the keel plate. I removed the bottom coat, and re-coated with Interlux. The boat has been stored inside, under cover since then. The only work I see is to fabricate/replace a plate on one of the two bailers; I had installed a knotmeter transducer using the left bailer location, and then removed the knotmeter and the transducer plate, leaving a void around the bailer location of the same size as the original Harken (?) bailer. The *.pdf shows an aluminum tiller and fiberglass rudder; this is not what I'm offering, as that tiller/rudder is used on my 1988 boat (#14297). What goes with #7868 is the wooden tiller and wooden rudder from the 1988 boat (swap). Also shown in the *.pdf is the aluminum boom, along with the aluminum mast that is included (and not the original spruce spar/boom). \$2,000 OBO, Located in Calais, Vermont. Bill Powell 802-223-1305 Bill.powell@wec.coop

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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h)wdever@nycap.rr.com

7108 Livingston Boat Works, Northport, MI, 1960. This Lightning has been completely restored but unfortunately little used thereafter. Our grandkids just keep us too busy attending waterpolo events and sailing regattas (including some overseas). The hull is cedar planked with a clear finish inside. Transom, rudder and seats are mahogany. Outside hull is painted white with a blue deck and mahogany trim. Mast, boom and spinnaker pole are spruce. Centerboard is stainless steel. She comes with two suits of sails (including one suit original), spinnaker, a 3HP Mercury outboard motor and on a wide trailer which is in very good condition. Can be easily rigged by one person for single-handed sailing. She is located on the West Coast in the San Francisco Bay Area and should be seen to be appreciated. Asking price \$ 3,500.-- firm. Aad Rommelse 510-742-0436 amrommelse@sbcglobal.net

6431 David Beaton & Sons Build, 1950s. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommendable. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Waretown, N.J. Asking price from present owners: \$1,500.00, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

6343 Wooden Lightning. Structurally sound. Needs cosmetic work. Once owned by Senator Ben Smith, former World Champion. Can be seen at Montgomery Boatyard in Gloucester, Mass. Contact David Montgomery, 978-283-0262 DHM@DavidH-Montgomery.com 3/14/2011.

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Dixie Districts, Patrick McGee and
Team on #15195 "It's In The Water"



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