



International

Lightning

Flashes

March 2009, Volume 69, No. 2

2009 Southern Circuit Wrap-Up

Amy Smith Linton



Allan Terhune, Sarah Mergenthaler and Katie Terhune—Southern Circuit Champions

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It's the end of March, which means that the Southern Circuit is over once again. It went by in a blur of color and wind, like a big truck on a narrow road. A big, happy truck, granted, which left a scattering of go-cups, St. Patrick's beads, and paper scraps as it roared past, but close enough to nearly knock a person down.

While the organizers braced for a 20% downturn in participation, the Lightning Class proved to be (knock wood) a bit more resilient than other one-design classes. Twenty-seven official Southern Circuit boats, with a couple other boats with non co-skippers. Canada, US, Ecuador, Colombia, Chile, Nigeria, (and Australia) represented. The numbers: in Savannah, 40 boats (down 9 from last year). In Miami, 48 boats (last year there were 53 boats), while St. Petersburg had 55 boats (down from 69 last year).

As with last year, many folks at home kept tabs on the event through the internet. 5,000+ hits recorded on the Scuttleblog for the Southern Circuit (<http://forum.sailingscuttlebutt.com/cgi-bin/gforum.cgi?post=7178>); only a few of us contributed, but we loaded it up with photos and early results.

—continued on page 8



President's Column

Brian Hayes, Sr.

What a week!! Nine days of sun, fun and wind!! My thanks to Savannah Yacht Club, Coral Reef Yacht Club and St. Petersburg Yacht Club for being gracious hosts to our traveling circus we call the Southern Circuit. Twenty-seven boats completed all three legs, and attendance was better than we could have hoped for, with forty boats at the Deep South, forty-eight boats at the Midwinters and fifty-eight boats at the Winter Championships. Congratulations to the winners and all the attendees. While the racing and regatta details can be found elsewhere in this issue, I would like to acknowledge a some special people and moments from this years' Southern Circuit:

- Amy Smith-Linton has been our SC leader for the past several years. Giant Jenga, books on tape, the Circuit "trivia contest," a smile, an answer, a hug—seems Amy always had what you need to get through the Circuit. The 2009 SC was Amy's last as VP SC. She thinks it's time to let someone else have some fun! Amy, thanks for all you did to make the Circuit fun for everyone.
- Speaking of VPs of the SC, Past President Fisk Hayden was awarded the Smither Trophy for his dedication and contributions to the Lightning Class. There is no one I can think of who is more deserving. Besides serving as president of the ILCA, Fisk also was in charge of the Southern Circuit for years. Back in the days when it was held over two weeks, there were four stops on the Circuit: Savannah, then Fisk's house for a party, cookout and basketball, then St. Pete followed by Miami. Fisk and his family all attended the banquet at St. Pete this year to accept, and we hope it is a tradition that they will continue. Fisk, congratulations and a heartfelt thank you for all you have given to the ILCA.



- Last, but not least, I have to mention my co-skipper for this year's Southern Circuit. Steve Davis, immediate past President of the ILCA, turned the gavel over to me, in absentia, at the Newport NAS last August. At the St. Pete banquet it was my honor to bestow upon Steve his Life membership to the Cass. Steve has been praised many times over for all he has done for the Class and rightfully so. I have been lucky to have been able to serve on the Executive Committee while Steve was Treasurer and then President. His ability to say and do the right thing at the right time are a skill set I admire and have tried (unsuccessfully some may say) to emulate. The ILCA was lucky to have Steve Davis serve as our President. He helped make the Class better. It's a lofty goal I hope we can all set for ourselves. In appreciation for his service, the Class presented Steve with a gift. It was a custom made, Lightning Class cuckoo clock—complete with Lightning bolts, etc. We felt, after six years on the ILCA Executive Committee, a cuckoo clock was appropriate!

Looking forward, we have a busy summer. Regattas are starting to be sailed, and clubs are starting to open. Fleet and District schedules are online, and there are plenty of fun, competitive events that are to be held this year. We have the NAs in Sodus Bay and the Worlds in Vermont to highlight our calendar, and I am hopeful to see many of you at either those or other events throughout the year.

My monthly reminder. If you have not paid your dues, please do so ASAP by calling Jan or renewing online at www.lightningclass.org. and don't forget to remind your fellow fleet member to join. The ILCA provides great service, information and value for our members. Help us reach our goal of 1,000 active members for 2009 by joining today.

Lightning Class Executive Secretary Jan Davis has been nominated to serve on the US Sailing One Design Class Council Executive Committee and to serve as a representative of the One Design Class Council to the US Sailing House of Delegates.

Anyone with expertise or opinions regarding tow lines, please share your suggestions or comments with Ryan Ruhlman at RyRuhlman@preformed.com. Ryan has volunteered to Chair a committee to review the issue.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

Phone: (303) 325-5886 • Fax: 303-699-2178 • E-Mail: office@lightningclass.org

www.lightningclass.org



Official Notices

Minutes of the 2009 Winter Governing Board Meeting March 19, 2009—St. Petersburg Yacht Club, Florida

Call to Order

The Governing Board Meeting was called to order by President Brian Hayes at 3:10 PM in the Quarterdeck Room of the St Petersburg Yacht Club. Roll Call by Secretary Robert Ruhlman.

In Attendance: President Brian Hayes, Secretary Rob Ruhlman, Treasurer John Faus, Chief Measurer Bill Clausen.

Vice Presidents: James Taylor, Valerie Holly, Allan Terhune, Jim Carson, Steve Davis, Ian Edwards, Amy Smith Linton, George Koch.

Reading of the Minutes from the last meeting:

James Taylor made a motion to dispense with reading of the minutes, seconded by Amy Smith Linton and unanimously approved.

Reports of Officers

President's Report—Brian Hayes

President Brian Hayes thanked Steve Davis for six years service on the ILCA Executive Committee and especially for his two years as Class President. President Hayes reports that the Lightning is in the 2011 Pan American Games. Steve Davis volunteered to report in August on what the Class will be doing to support the Mexican organizing committee. The annual Membership drive is underway, and we are doing well in this year of the down economy. President Hayes is hoping for 1,000 Active memberships. He urged all District Commodores to encourage their members to support the ILCA with membership. We have a good product to sell at this point, with a strong Class Office and the new website, and the Lightning Class is seen as a leader among One-Design Classes. Brian expressed his thanks to the membership for this opportunity to serve the Lightning Class; he noted that his dad started sailing a Lightning 1941 and sailing Lightnings has been a lifelong pleasure.

Treasurer's Report—John Faus

Treasurer John Faus reported that we are in good financial standing right now. He expressed his thanks to those who came before us and established our funds, making this possible. We are currently looking to put our funds into trust. The biggest change to the finances for this year is with respect to the Yearbook distribution, which will enable us to save \$15,000. Those who want hard copies of the yearbook are paying the \$20 fee, and we have had no complaints. Membership is the foundation of the organization; please encourage your fleet members to support the ILCA. Royalties for boats, sails, and masts will be dramatically down this year. Treasurer Faus presented the 2009 Budget for Governing Board approval, there was no opposition, it passed unanimously.

President Hayes reiterated that the new yearbook distribution via CD will offer us a huge savings and that we have budgeted for much diminished royalties in 2009.

Treasurer Faus expressed his appreciation for how expenses are carefully watched at the Class Office, and President Hayes reported that the contract for the Executive Secretary has been revised and signed. He noted that the Class is moving toward a market rate for the Class Secretary, positioning the Class for the time when Jan no longer is the Secretary.

Allan Terhune brought up the topic of royalty fees, asking if we are "at market" and if we might consider raising them. The current fee structure was set fifteen years ago. President Hayes stated that the racers, who purchase sails, and purchase new boats, support the Class via these "taxes." Increasing royalties in effect taxes the racers. Boat and mast royalties of other classes are higher; this is something to research.

Valerie Holly wondered if credit card fees could be saved by requiring payments via check. ILCA Secretary Jan reminded the group of the cost for a bad check as well as the time required to resolve bad check problems. She feels that credit cards are essential to the International nature of the organization and reminded the group of the online Store as well as membership payments are made via credit card.

George Koch pointed out, after reviewing the membership numbers that Crew memberships are not appropriate in number visa via Active members. One could expect one active member and two crew members per boat. He suggested an article for the Flashes about the importance of paying for crew.

Jan shared with the group that President Hayes made going live with the new website a top priority this winter and that we have additional refinements to implement. It is now easy to pay for "undesigned" crew in the on line membership form, and we hope this yields more crew memberships. Additional work will be done to improve the cross browser usage of the site, particularly in the membership application process.

Amy Smith Linton mentioned that she had conversation with members of the Star Class who complimented the new ICLA website.



Official Notices

Chief Measurer's Report—Bill Clausen

Measurer Clausen reported that the Landing School in Maine is currently building four boats with the help of Stu Nickerson. People who are refurbishing boats are contacting Bill with questions. Henry McCray is sailing the Southern Circuit with a restored 13000 series Allen. We can grow our Class via these boats coming back into circulation. Regarding measurement at North American Championships, Bill has received criticism for the lack of organization at the past couple of regattas. Going forward we need to make sure the host clubs understand the volunteer commitment required for measurement. He can measure more things, with more support. Additional assistant measurers have volunteered to help: Nelson Schmitt, Jared Drake, Frank Atkinson, Neil Hayes will be hands on support for Bill.

The proposal regarding Tow Lines was initiated in response to problems at the NAs last summer in Newport. Four towlines broke, causing a huge problem and embarrassment for the Class. People asked Bill to make a proposal to address the problem. He feels this is an important safety issue. He asked that the proposal be tabled and the vote not take place today due to the question of enforcement as the current proposal is written. Also under consideration is whether 50' of line is adequate to tow boats. We will be towing at the Vermont World Championship and at the Toms River North American Championship in 2010. For this Southern Circuit, the St Pete PRO asked the Class to handle this with its own rules, as opposed to handling it in the NOR. Brian Hayes is in favor of a process whereby the Governing Board has input to this kind of proposal. He reminded the Governing Board that the radio issue created a lot of discussion within the Class, which actually was good. He noted that the breaking strength and length of our safety lines are things that we need to think about. The testability of the 3600 pounds is a problem; he feels that the kind of line needs to be specified in any proposed ruling. Measurer Clausen feels the diameter of the line is important in terms of the quick un-tie-ability of knots used after they have been put under pressure.

James Taylor agreed with the idea to table the vote at this time, but he is concerned that the "safety/tow" line needs to be a secondary line. Not only one carries only one line, if you lose your tow line for some reason, then you have nothing to tie to the anchor. The anchor line has no specification at this time.

Allan Terhune noted that there are very few places where we race that 50' of line and a four-pound anchor is of any value at all.

Perhaps calling it a tow line is a problem, President Brian Hayes would prefer we call it a "safety line."

Jim Carson made the motion to table the vote at the General Meeting. All voted in favor of the motion. In addition, he made a motion that a committee prepare a new proposal for the Annual Meeting.

Ian Edwards summarized that we need to clarify the proposal to specify one or two lines and the appropriate breaking strength of a tow line.

President Brian Hayes expressed his appreciation to Chief Measurer Bill Clausen for all he has done for the Class.

Secretary's Report—Rob Ruhlman

To Date in 2009:

Skipper members:	434
Associates:	51
Crew:	239
Paid Fleets:	51

Secretary Ruhlman noted that memberships are down year to date. He shared that his home fleet has not enforced that you must be an ILCA member in order to participate in fleet activities. Going forward the Lake Erie District is going to enforce the ILCA membership requirement and encourages others to do the same.

Fleets to Reactivate:

435 Rush Creek Yacht Club, Dallas, Texas District
147 Killyleagh Yacht Club, Ireland District

New Fleet Charters:

515 Du Bay Corinthian, Midwest District
Charter Members Jim Force, Stuart Doty, Doug Hosler
516 Beaconfield, Quebec, St Lawrence Valley District
Charter Members Jamie Allan, Mike Holly, Valerie Holly

John Faus made a motion to approve the proposed fleets, all approved.



Official Notices

Vice President Reports

President Hayes reported on behalf of John Atkins, VP Youth World Championships, that the Salinas Yacht Club will host the 2010 event. In order to encourage maximum participation, we need to explore ways to subsidize travel expenses for Europeans and other South American countries. Airline sponsorship would be fantastic. If anyone has contacts in the Airline industry, please contact John Atkins. Also to be explored, any cross marketing opportunities with the Pan Am Games.

President Hayes reported on behalf of VP Todd John, NA Championships. Sodus Bay will host the event this year. Toms River, Metedeconk are going to host in 2010. For the 2011 Championships, North Cape YC has presented a bid, it has been tentatively approved. The location to hold the WJM needs to be defined prior to final Executive Committee Approval. Bill Clausen noted that Todd Johnson has done a fantastic job getting these events lined up going in to the future.

VP Southern Circuit - Amy Smith Linton Based on what other classes have experienced this year, she planned to have 20% decrease in participation and has been pleasantly surprised. This is Amy's last year serving as VP Southern Circuit. She reports that the event is in good shape, she has created a notebook with notes and a planning schedule that she can pass on to the next person to fill this position.

President Hayes thanked Amy for the spectacular job she has done over the past three years as VP Southern Circuit.

VP Boat Grant Program - Allan Terhune The selection process was difficult this year and has been completed. The announcement will get out by the end of the week. Five boats will be granted this year. The builders and sail makers continue to support the program. Of note this year, two females will receive grants. The committee is discussing selling existing boats and the possible purchase of new boats. They need covers and practice sails and would encourage anyone with used covers or sails to please donate them to the program. This is Year 3 for the Boat Grant Program; the first two years have run in the black, donations have exceeded expenses. The positive press generated by the program has been fantastic for the Lightning Class.

Our Grant Program is being used as template by other One-Design Classes and Lightning Fleets are now starting to create grant boats programs.

Boat Grant Alumni attending this Southern Circuit are: Bobby Martin, Nick Farina, Collin Kirby, Steve Waldie, Will Brown, Justin Coplan. Bob King and Sarah Costich had plans to attend but had to cancel due to an illness in the family. Everyone is thrilled to see such a strong turn out!

President Hayes reported on behalf of Todd Wake that three Lightning Labs are currently scheduled for this spring; he encouraged any fleets needing a little "shot in the arm" to contact Todd, these are great fleet building activities.

Executive Committee Rulings

North American Qualification Ratio

At the request of the North American Championship Organizing Committee the Executive Committee has approved a ratio of 1:4. We believe this ratio strikes the balance between the need to keep the Districts as having value and at the same time allowing for maximum participation.

Motion to accept the Executive Committee Ruling was made by Jim Carson, seconded by Allan Terhune and unani- mously approved.

Unfinished Business

It was noted that the Governing Board Meeting participation was sparse at Newport, the timing at that event was especially difficult.

New Business

President Hayes brought up his concern regarding our Lightning builders, how can the Class support our builders during the current economic downturn? The Executive committee has discussed a variety of ideas. The most viable at the moment is to offer to pay the shipping costs of a containers of boats going to So America or Europe. Victor Lobos, 5th Executive Committee member, reports that he can fill two containers for Chile if the Class decides to subsidize the shipping costs.

Ian Edwards expressed support for the concept and encouraged the Class to fill the containers, perhaps spec a boat. He noted that it would be great to get someone who can help with the customs, logistics. Tom Starck was mentioned as a possibility.

President Hayes asked: Does the Governing Board support the Executive Committee in being authorized to react quickly to opportunities that may present themselves between now and the next meetings? The group responded affirmatively.

The District Commodores need to be made aware of the issue as well as opportunities the Class will make available to those purchasing boats during these tough economic times.

There being no further business, the meeting was adjourned.



Official Notices

Minutes of the 2009 Midwinter General Meeting **March 19, 2009 - St Petersburg Yacht Club Ballroom**

Call to Order

President Brian Hayes called the meeting to order at 6:00 PM

Roll Call of Fleets

99,3,34,104,335,77,225,501,85,126,50,192,253,329,109,226,502,12,47,11,75,42,262,145,151,510,36,511,516,488

Minutes of the Last Meeting

Jim Carson made a motion to dismiss with reading of the minutes of the last meeting, Dr Peter seconded. Motion approved with unanimous consent.

Report of Officers

President Brian Hayes

President Hayes expressed his appreciation to Steve Davis for his six years of service to the ILCA as an Executive Secretary, Treasurer and then as President.

He announced that the Yearbook will have a new form of distribution and that volunteers Philip Lange, Alister Thomson and Melissa Pulver were working hard to have it ready for shipment this spring. The new website was created because the old software is no longer supported by Microsoft. He hopes that everyone has seen the new site and enjoys the new features and functionality of it. The Lightning has been selected to participate in the 2011 Pan Am Games in Guadalajara, Mexico. This is critical for the health of the Class in South America and a great honor. He expressed his gratitude to the membership for their giving him the opportunity to serve as President of the ILCA.

Treasurer John Faus

Treasurer John Faus reported that we are in good financial standing right now. He expressed his thanks to those who came before us and established our funds, making this possible. In an effort to contain costs during these difficult times, the decision has been made to distribute the Yearbook via CD and to make the printed version available for purchase for \$20. The savings we will realize will help offset the decrease in royalties the Class will receive this year and in the future. He encouraged all present to return to their fleets and let everyone know the importance of paying individual and fleet dues to support the ongoing strength of the ILCA. He noted that we have been very conservative in the 2009 Budget, just approved by the Governing Board. Royalties will be way down and the Class Office is vigilant about minimizing all operating expenses.

Chief Measurer Bill Clausen

Measurer Bill Clausen announced that the Landing School in Maine is currently building four Lightnings and that people are buying older boats and refurbishing them. He asked for help with Measurement at upcoming North American Championships and thanked the four new volunteers on his committee. At Newport, RI he was asked by the Race Committee if all Lightnings had adequate tow lines; he assured them that they did. This proved not to be the case. Ryan Ruhlman has offered to head a committee to draft to research the options to the current proposal with respect to tow lines and will be present his findings no later than the next meetings at the North American Championship. He has asked that an article about how to tow safely be written for the Flashes. The committee will also address the question of whether it makes sense to have a tow line double as an anchor line. President Hayes asked for a motion to table the proposal for further review postpone the tow line vote. A motion made by Peter Menninger, seconded by Nick Farina, voted upon and was approved to table while more data was obtained.

Secretary Robert Ruhlman

Secretary Ruhlman reports that our membership numbers are down, not by a lot, but still this is a major concern. He noted that Crew memberships are disproportionately low, and asked Skippers to please give their crew their Crew Membership as a way to thank them. At the Governing Board meeting the Governing Board approved the reactivation of two fleets and the charters of two new fleets.

Vice Presidents' and Committee Reports

President Hayes announced that the 2010 Youth World Championship will be held in Salinas, Ecuador. We need help with obtaining sponsors to help with transportation expenses, in order to maximize participation. The 2009 North American Championship will be held at Sodus Bay YC, New York. The 2010 event will be hosted by Toms River YC and Metedeconk YC in New Jersey. 2011 will be held in hosted by North Cape Yacht Club and the official announcement will be made once the WJM details are finalized.



Official Notices

VP Southern Circuit Amy Smith Linton

Amy Smith Linton reported that despite the current economic situation we have experienced less of a fall off in participation that anticipated. This year we have six countries participating in the Southern Circuit event! This will be her last year serving as event Chair, it's been a lot of fun and she looks forward to her "retirement." She announced that signups for the Circuit awards are in the breezeway at the Sailing Center and encouraged people to fill out ballots for the Fisher Sportsmanship award.

VP Boat Grant Program Allan Terhune

Selections for this year's program have been made and will soon be announced. Five Grants will be made, two of which will be made to women. The program is in need of covers and practice sails, please contact a committee member if you have donations to make. Thank you to all who make cash donations to support the Boat Grant Program! The program requires a lot of volunteer effort. If you are interested in getting involved, please let Allan or Debbie Probst know.

President Hayes reported on behalf of Todd Wake that three Lightning Labs have been scheduled for this spring/summer. Please contact Todd if you would like to have one in your fleet. This is a great fleet-building opportunity. President Hayes reminded the group that we are a fortunate Class to have two builders. We need to support them through the next couple of years to keep them in business.

Motion to adjourn by David Starck, second by Karen Park.

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

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

2008 Results

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

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When you check out the photo slide-show on the ILCA website, you'll notice one of the most heartening trends in the Class: not only did many of the usual suspects make their way to the party (Starcks and Hurbans, Ruhlmanns and the Pinkeys, Gonzalezes, Lutzes, MacDonalds galore), but there were many new faces. Many new young faces. Between Boat Grant alums and next generations, it was a pleasure to see the mix.

Enough about me and my opinions. The results are posted elsewhere, and the winners will tell how they did it, but some of the awards require extra explaining:

The envelopes please: I was unable to keep accurate records—for a variety of mostly excellent reasons!—of the fabulous-prize-winners. In Savannah there were teams (the boys versus the girls) who tied knots at speed. And in Miami, hooping sprang eternal, just like spring: Chip Clifton had a remarkable turn of speed that made his division a real visual treat. I believe the Navy Glee team might have taken the under-18s. The under-4s did not have mad skills but they were beyond charming. In St. Petersburg, I didn't award prizes for the Giant Jenga winners. It seemed enough that they escaped injury.

A beautiful wooden Lightning model sits in a spot of honor in the leather-and-wood bar at the Savannah Yacht Club. It's the Middle-of-the River award, which commemorates that skipper that beats half the fleet. This year it went to Gustavo Tamayo of Colombia. He sailed with Adriana Garcia and Javier Delgado.

In Miami, Juan Santos of Ecuador won the top Amateur award. Perhaps the most photogenic team on the water, Juan sailed with his sons, both named Juan.

Boat Grant alum Nick Farina won the Middle-of-Biscayne-Bay award. The Coloradoan sailed with Jan Davis and Bobby Flack. This beautiful boat model trophy also stays at the hosting club.

David and Jody Starck of New York earned the Colin Park Memorial Award as the highest-placing married couple at St. Petersburg.

Richard Hallagan repeated his Masters win in St. Petersburg, sailing with Rick TenEyck and Dan Pope.

Larry Frost took the Middle-of-Tampa-Bay award in St. Petersburg. Larry sailed with Chance Miller and Hugh Grandstaff, and he chose to take the beautiful Lightning model trophy home to Southern Yacht Club for the year.

At the Southern Circuit Banquet, Don Gregory awarded the Karl Smither Award to Fisk Hayden for his years of dedication to the Lightning class. While Fisk and his son Steve and grandson Jeffrey did not sail the Circuit this year, past ILCA President Fisk represents a long line of Hayden sailors, including his father and grandfather in the Central New York District.



Thank you Amy, recipient of the George Fisher Sportsmanship Award 2009, for stepping forward and doing such a FANTASTIC job serving as VP Southern Circuit these past years.

The Davis Youth Award went to Will Tyner, aged 17, from the Columbia Sailing Club. Will sailed with Nick Cumbie, Zach Shapiro, Marek Valasek, Tom Hinton, placing 15th in the Southern Circuit. When you see him, ask him how (and when) he decided to attend the whole circuit.

The Salty Sisters sailing group from St. Petersburg— these are the women who do the yeoman work of running the registration tables and oftentimes make up most of your race committee—revived an award to recognize the all-female team headed up by Joy MacDonald. Daughter of Larry MacDonald, Joy sailed with her friends Kathryn Moloney and Mattie Waldron.

The Humphry Newcomer Award went to Marcus Eagan of Bay-Waveland Yacht Club. He sailed a brand-new boat with his father Marc and Kip Chamberlain. The team finished 5th in the Southern Circuit overall.

The George V. Fisher Sportsmanship award went to me. Yep. By vote. Thanks gang! I won't attempt to duplicate my rambling speech from the Southern Circuit banquet—that would not be very sporting—but I would like to thank Matt Fisher for coming away from a Scow regatta in the middle of the state to award this honor. And thanks to Jeff for everything. And to Al and Katie who alerted me not to look into the ballot box. And to Jan, whose calm is inspiring. And to all the sailors and home-front supporters who have made the event such a pleasure. Seriously. Thank you!



Lightning Family News

First Match Race Clinic and Regatta Held in Brazil with Lightning Boats

John Bennett



The event was a great success and involved most of the active skippers and a large crowd of youngsters from other classes who were extremely interested in the clinic.

We invited a Match Race expert and International Race Officer and ISAF Judge, Ricardo Lobato, known as Blu, to give the clinic. His knowledge of tactics was passed on



to us through his presentation that included power point slides, virtual sailing situations and numerous America's Cup situations.

The event started on Friday night for four hours of theory, which nobody complained about, three hours of theory on Saturday morning, five hours of water training where numerous situations were presented. On Sunday there was another three hours of theory and then a round robin of six teams chosen for their Lightning boat knowledge. There were three umpire boats and a short course for 15–20 minute races. A film was made to show at the final briefing.

George Rider ended up in first with only one loss, tied with João Hackerott. Every boat had at least one teenager aboard. Four of the skippers had participated in past Lightning Worlds and loved the event.

Not one boat suffered even a small amount of damage, which was our biggest concern.

The overall evaluation of this event was good, and the general feeling of enthusiasm by all the participants tells me that we must do more of this.

I personally learned more about starting tactics than in the past twenty years of sailing.

I plan on organizing one event every three months together with all the clubs in São Paulo.





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2009 New Jersey Circuit



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

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

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

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

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



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Deep South Regatta Savannah Yacht Club—Allan Terhune

Every year the Southern Circuit starts off in Savannah. All Lightning Sailors who attend love it there. We love it because it marks the beginning of the Lightning season, we get to reconnect with friends and dust off our boats. It is the beginning of the week that many of us have looked forward to for months. Add to the mix the unusual racing, current, bugs, oyster roast party, and Southern hospitality, this regatta continues to be a Class favorite.

This year Katie and I sailed with 2008 Boat Grant Recipient Collin Kirby. This was the first time we'd sailed together, and we had a great time. We all learned a great deal, and for the first time in a while, Savannah did not get the best of us.

We arrived Saturday morning to a cool, cloudy day. We all rigged our boats and headed out early to get ready for the race. For the first race we did the traditional Savannah course—a triangle, windward, leeward. The current was just starting to turn, so we got the start off easily and the race was on. We got away clean and managed to get around the point first and were first to the weather mark. We were fortunate enough to get a little lead and maintain it for the rest of the race. As you know, no lead is safe in Savannah, so it felt good to get this under our belt.

Race 2 was very interesting for us. The current was running out hard now, and I mean it is ripping. After a few general recalls, we finally got started and I suffered a horrible start. Katie and Collin were looking at me in amazement at how badly I messed it up. We worked hard on the beat and rounded the mark around 25th or so. The next leg was a reach to a gybe mark in front of the club. We were way back, and it as a long leg, as it was up current. Then it happened. Parking lot city at the gybe mark. The entire fleet was stopped! This allowed us to ride up to the fleet in a puff and actually pass about 20 boats! Thank you Savannah! Dave Starck at this point was the only boat to get around the gybe mark and was a leg and a half ahead of 2nd (I am not kidding). We managed to pull out a 4th in the race and we were very happy! Dave's win was so large that we decided winning by a large margin was no longer a "horizon job"—it is now a "dave starck."

Sunday we came to the club, and it looked bleak—fog, cool and no wind. I figured for sure that we would be on our way to Miami early. The RC did a great job keeping everyone around and getting a race off. They set up a very interesting course, one that can only be done in Savannah. We had many general recalls due to the severe outgoing tide. I don't remember much about the race, but we finished 3rd, which was enough to win the event.

Thanks go to Collin for coming down from Washington to sail with us. He was great to have on board, and Katie and I really enjoyed sailing with him. I am so glad he was part of the Boat Grant Program and that the ILCA has him involved. Thanks to his parents for coming and allowing Collin to sail. Thanks to Katie for all her hard work, as always. Again, a great job to Savannah. It is always fun going there and we appreciate all the hospitality!

Katie Terhune, Allan Terhune and Collin Kirby



Deep South Regatta
Savannah Yacht Club, Savannah, Georgia
March 14–15, 2009

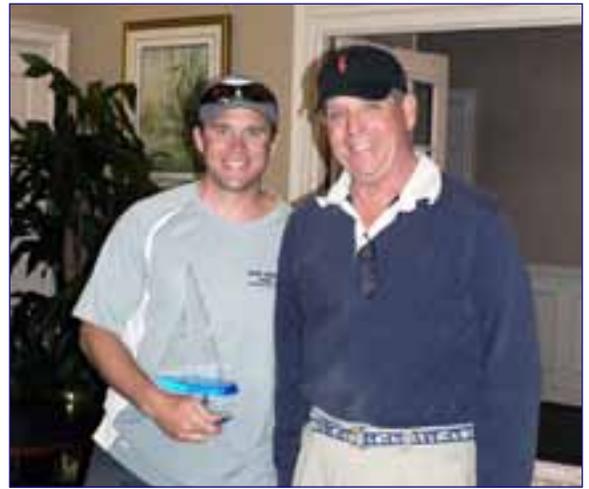
Pos	Sail	Bow	Skipper	Club	Crew	Crew	Ttl	R1	R2	R3
1	15353	53	Terhune Jr,Allan	Eastport Yacht Club	Terhune,Katie	Kirby, Collin	8	1	4	3
2	15355	50	Starck,David	Buffalo Canoe Club	Starck,Joe	Schaether, Pj	11	2	1	8
3	14855	29	Lutz,Jody	Metedeconk River	Lutz,Jay	Schon, Matty	14	4	9	1
4	15393	10	Eagan,Marcus	Bay-Weveland YC	Eagan,Marc	Chamberloin, Kip	23	6	3	14
5	14673	25	Santos,Juan G.	Salinas Yacht Club	Santos,Juan A.	Santos, Juan R	31	7	18	6
6	15085	88	Krawcheck,Lenny	Charleston YC	OetgEn,Eric	Annis, Elise	33	18	2	13
7	14680	7	Killsbrow,Bill	Hiyl Nashville	Richards,Bruce	Colby, Denis	36	5	5	26
8	15257	57	Ruhlman,Rob	Pymatuning YC	Ruhlman,Abby	Werley, Dave	37	11	17	9
9	15083	11	Linton,Jeff	Davis Island YC	Smith Linton,Amy	Tihanskri, Jahn	38	20	13	5
10	15265	27	Davis,Steven	DSA	Hayes,Brian	Jeffers, Laura	42	12	19	11
11	9	9	Allen,Thomas	Buffalo Canoe Club	Mueller,Jay	Nichols, Albert	43	17	11	15
12	14905	13	Allan,Jamie	Beaconsfield YC	Deakin,Jay	Littee, Marq	44	13	15	16
13	15345	21	FaUs,John	Barnegat Light YC	Fisher,Martha	Menninger, Tyler	45	15	23	7
14	14957	75	Ruhlman,Ryan	Pymatuning YC	Turney,Nick	Maureen	47	19	6	22
15	15255	55	Hallagan,Richard	Newport YC	Teneyck,Tick	Schroder, Tom	49	21	10	18
16	14654	54	Bush,Robert	Spofford	Bush,Sterling	Depenbrock, John	49	16	21	12
17	14866	30	Gonzalez,Tito	Aculeo	Mauk,Bill	Gonzalez, Alberto	51	42 Ocs	7	2
18	14318	14	Sawyer,John	CYC NC	Wells,Toby	Cowen, Bob	53	22	27	4
19	14802	20	Tamayo,Gustavo	Club Nautico Portillo	Garcia,Adriana	Delgado, Javier	53	9	20	24
20	15159	47	Hanson,Frank	Susquehanna Yc	Epstein,Linda	Slattery, Bob	56	14	25	17
21	15246	12	Macdonald,Larry	Buffalo Canoe Club	Macdonald,Adam	Healy, Mike	57	3	12	42 Ocs
22	14950	23	Healy,Tim	Sail Newport	Shore,Randy	Breault, Nicole	58	8	8	42 Ocs
23	15143	43	Helmick,David	Coral Reef YC	Helmick,Davy	Helmick, Paige	58	10	28	20
24	15171	15	Goldman,Josh	Cedar Point Yc	Davis,Jan	Farina, Nick	60	27	14	19
25	10810	18	Tyner,Will	Columbia Sailing Club	Cumby,Nick	Hinton, Tom	68	25	33	10
26	14825	4	Tyner,Terry	Lake Murray Sailing	Beachump,Randy	Mcintosh, Josh	69	30	16	23
27	15206	1	Hofmeister,Bill	Hiyc	Hofweister,Mandy	Grinder, Mark	69	26	22	21
28	14895	46	Mcdonald,Joy	Buffalo Canoe Club	Waldron,Maddie	Moloney, Kathryn	88	29	34	25
29	14074	28	Prior,Trevor	Susquhanna YC	Wertz,Mike	Hoffer, Gary	89	32	29	28
30	15122	22	Martin,Bobby	Riverton Yacht Club	Schon,Don	Reitinge, Eric	92	24	26	42 Ocs
31	13991	69	Hubbard,Jason	Indianapolis Sailing Club	Taylor,Rachel	Baur, John	94	28	24	42 Ocs
32	14326	8	Waldie,Stephen	Point Claire YC	Bulger,Max	Lombard, Jess	95	23	31	41 Raf
33	15180	3	Barron,Pam	Lake Lanier Sailing Club	Burke,Jim	Bell, Greg	101	33	39	29
34	15362	6	Edwards,Ian	NSC	Edwards,Lindy	Flack, Bobby	101	35	35	31
35	11771	71	Sloger,Bill	WCSC	Barker,Marya	Lea, Suzanne	103	36	37	30
36	14833	33	Menninger,Peter	Barneget Light Club	Menninger,Jacky	Brown, Emily	104	31	32	41 Raf
37	11278	26	Gastright,John	Croom Sailing Assn	O'hearn,Steve	Vance, Terry	109	41 Dnf	41 Dnc	27
38	14889	17	Fried,David	Cedar Point Yacht Club	Howe,David	Chang, Leland	109	37	30	42 Ocs
39	14525	2	Bates,John	Susquehanna YC	Compton,Tom	Hill, Barb	111	34	36	41 Dnf
40	15377	5	Glenn,George	Ocean City Yacht Club	Hopkinns,Chappy	Bozby, Alex	121	42 Ocs	38	41 Dnc

DEEP SOUTH RESULTS

DEEP SOUTH REGATTA



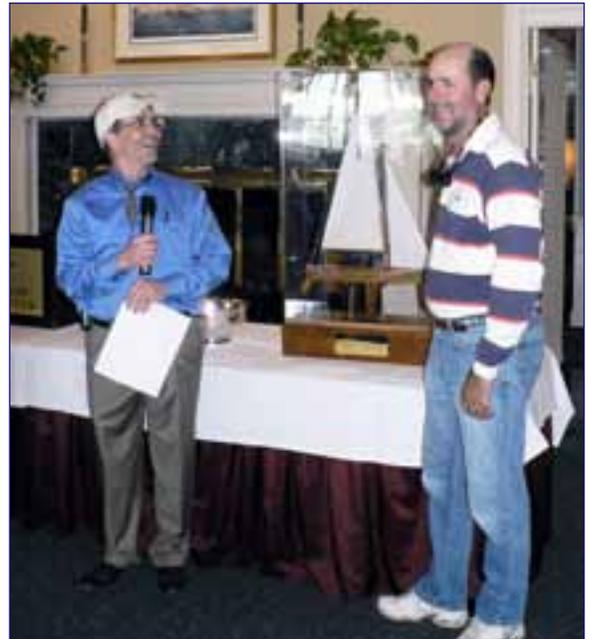
John McIntosh Jr and Dr Charlie Usher present 3rd Place to Jody Lutz, Jay Lutz and Matty Schon



4th Place — Marcus Eagan



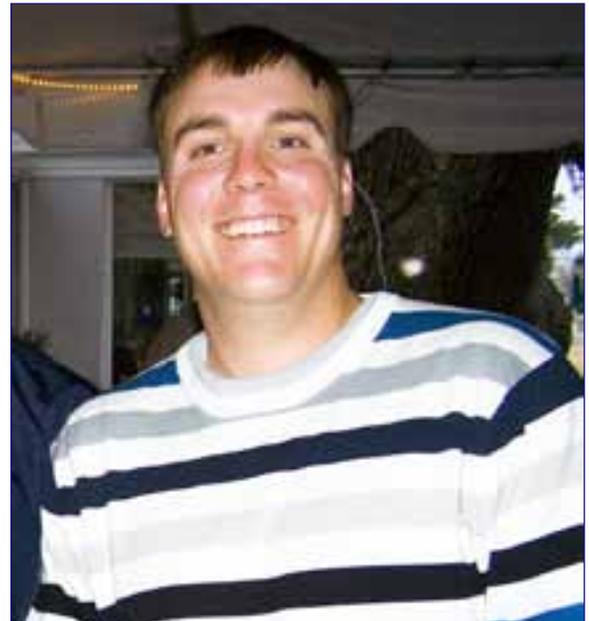
5th Place — Juan Santos



Middle-of-the-River Award — Gustavo Tamayo



Joy MacDonald working the knot board



Allan Terhune

—special thanks to Amy Smith-Linton for the on-shore photos and to Bill Clausen for the on-the-water photos



Pam Barron



Jan Davis, Lindy Edwards, Steve Davis, Ian Edwards



Jahn Tihansky



George Glenn and Randy Shore



Larry MacDonald



Jay Mueller

DEEP SOUTH REGATTA

Gary Hoffer and John Bates, Tom Compton



Jason Hubbard, Rachael Taylor and John Baur



David Fried, David Howe and Leland Chang



George Glenn
aka "Mr. Pinky"

Matty Schon, Martha Fisher and John Faus



Terry Tyner and Nick Cumby



Pete and Jackie Menninger

Strong Showing of Boat Grant Program Alumni at the Southern Circuit!

Bobby Martin — Co-skipped the team Carson boat. He sailed the entire circuit.

Nick Farina — Sailed the entire circuit, skipping the Miami leg.

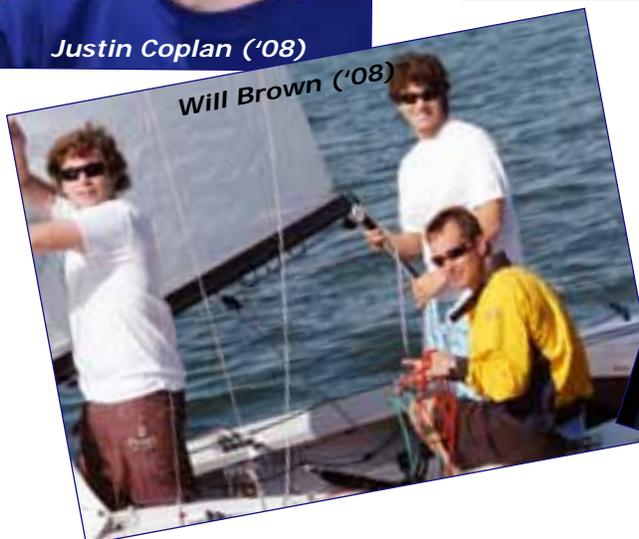
Collin Kirby — Sailed with Allan Terhune on the Savannah leg and won the Regatta!

Stephen Waldie — Sailed the first two legs of the Circuit with Jessica Lombard (new grantee for 2009).

Will Brown — Sailed with John Faus in St. Pete.

Justin Coplan — Sailed with Gary Hurban for two legs of the Circuit.

Bob King ('07) and Sarah Costich were due to come down, but Bob's granddad had some health issues.





Miami Midwinter Regatta Coral Reef Yacht Club—Allan Terhune

The Miami Midwinter Regatta is the event following the Savannah Deep South. Katie and I made the trip down from Savannah. On the way, we witnessed the space shuttle launching as we were passing Cape Canaveral on Sunday night. It was an awesome sight and definitely the talk of the trailer park on Monday in Miami! We were very lucky to have Sarah Mergenthaler sailing with us in Miami and St. Pete, so we were very excited about the remainder of the Circuit. It was a beautiful day on Monday, and we practiced for a few hours with Marcus Eagan. We had a great sail and enjoyed the sunshine, nice breeze and the dolphins out on Biscayne Bay!

Tuesday was the first race of the event, and Biscayne Bay was glassy. After a short postponement, we headed out and sailed three fantastic races in 5–10 knot easterly. The fleet was close, and the racing was fantastic. Everyone enjoyed the warm weather and sunshine. We had a great day of a 6,3,1 and had a small lead over Juan Santos from Ecuador.

The dinner was a lot of fun on Tuesday night, and for the first time we had the Naval Academy Glee Club there to perform. It was very cool! Also the traditional hoola hoop event went off without a hitch. Those guys (yes I said guys) from Susquehanna practiced a lot!

Wednesday came and it was cloudy, cooler and windy. Although it was not perfect suntan weather, it was great for sailing. We sailed a great fourth race to win and had a comeback 2nd in the second race to win the event.

Miami is a funny place, but there are a few things I have learned about sailing there:

1. The compass does not lie. So many times people tack off lifts and sail headers for no reason. Patience is a virtue in Miami.
2. Biscayne Bay has very streaky pressure, even when it's windy. You have to make moves to get into the pressure, as it seems to move differently than it does in other places.
3. Don't give up. Many people think that once you get behind that you can't catch up, but you can! There are many more shifts and opportunities than many realize.

I would like to thank the Coral Reef Yacht Club, Carol Ewing and the entire Race Committee for a great job. I would also like to thank Katie and Sarah for an amazing job and for covering up my botched leeward mark rounding in the last race to save the event for our team. We love Miami and can not wait to go back!

Sarah Mergenthaler, Allan Terhune & Katie Terhune



Lightning Miami Midwinter Regatta

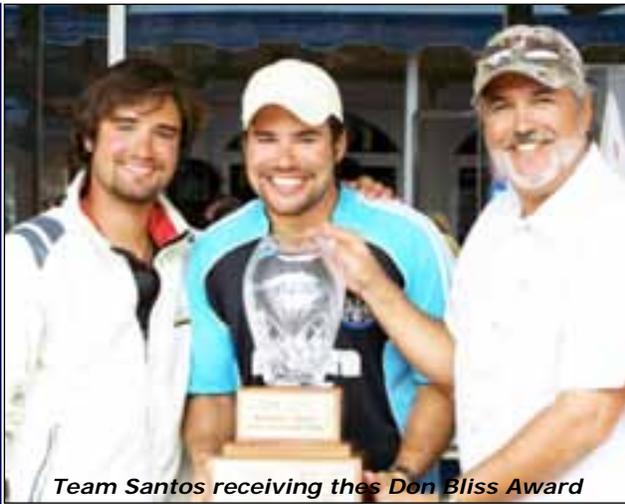
Coral Reef Yacht Club, Miami, Florida

March 17–18, 2009

Pos	Bow/Sail	Skipper	Crew	R1	R2	R3	R4	R5	Ttl
1	53/ 15353	Terhune, Allan	Terhune, Katie/Mergenthaler, Sarah	6	3	1	1	2	13
2	25/ 14673	Santos G., Juan	Santos A., Juan/Santos R., Juan	2	7	2	8	1	20
3	50/ 15125	Starck, Jody	Starck, Tom/Dieball, Skip	8	4	11	2	4	29
4	9/9	Allen, Jr., Tommy	Mueller, Jay/Nichols, Albert	1	18	3	3	9	34
5	23/ 14950	Healy, Tim	Shore, Randy/Beault, Nicole	7	11	4	7	10	39
6	29/ 14855	Lutz, Jody	Lutz, Taylor/Schon, Matty	16	13	6	4	5	44
7	30/ 14866	Gonzalez Mas, Alberto	Gonzalez, Alberto/Mauk, Bill	4	5	8	13	15	45
8	90/ 14880	Dieball, Ernie	Dieball, Jacqueline/King, Steve	3	1	10	17	18	49
9	57/ 15257	Ruhlman, Rob	Ruhlman, Abby/Werley, Dave	20	6	5	21	12	64
10	11/ 15083	Linton, Jeff	Smith Linton, Amy/Tihanskey, Jahn	9	19	7	22	8	65
11	70/ 14930	Horwitz, Steve	Hardesty, Bill/Callahan, Sarah	10	12	9	19	16	66
12	12/ 15246	MacDonald, Larry	MacDonald, Adam/Wake, Matt	33	8	17	5	7	70
13	75/ 14957	Ruhlman, Ryan	Turney, Nick/Mo, Mo	21	20	15	15	3	74
14	27/ 15265	Davis, Steven	Hayes, Brian/Jeffers, Laurie	11	9	26	12	19	77
15	43/ 15143	Helmick, David	Ewing, Carol/Raphael, Ian	27	14	14	9	17	81
16	47/ 15159	Hanson, Francis	Slattery, Bobby/Epstein, Linda	23	10	20	31	11	95
17	13/ 14905	Allan, Jamie	Littee, Marc/Deakin, Jay	32	35	19	6	6	98
18	82/ 15082	Holly, Michael	Tardif, Valerie/Wheatley, Christine	18	22	12	29	20	101
19	55/ 15255	Hallagan, Richard	Pope, Dan/TenEycke, Hendrix	22	17	18	25	25	107
20	18/ 10810	Tyner, William	Valasek, Marek/Cumbie, Nick	25	49/ BFD	13	11	13	111
21	66/ 14684	Johns, Bill	Castelao, Gui/Hill, Jason	26	24	21	18	22	111
22	21/ 15345	Faus, John	Menninger, Tyler/Parker, Ryan	30	27	27	10	21	115
23	24/ 15093	Hurban, Joan	Grinder, Mark/Keen, Mel	13	26	22	32	23	116
24	15/ 15171	Farina, Nick	Davis, Jan/Flack, Bobby	19	30	24	16	27	116
25	69/ 13991	Humphrey, Joel	Hubbard, Jason/Taylor, Rachel	5	16	28	40	32	121
26	22/ 15122	Reitinger, Eric	Martin, Bobby/Schon, Donald	29	21	35	14	26	125
27	10/ 15393	Eagan, Marcus	Eagan, Marc/Chamberlain, Kippy	12	2	16	49/ DNF	49/ DNS	128
28	77/ 14321	Jones, Jack	Steiner, John/Schwangler, Gary	15	31	29	33	28	136
29	37/ 14073	Hurban, Gary	Carney, Mike/Coplan, Justin	36	29	36	24	14	139
30	54/ 14654	Bush, Robert	Bush, Sterling/Depenbrock, John	24	23	43	28	24	142
31	14/ 14318	Sawyer, John	Sawyer, Becky/Wills, Toby	17	25	25	36	40	143
32	1/ 15206	Hofmeister, William	Hofmeister, Mandy/Clifton, Chip	14	15	39	27	49/ DNF	144
33	20/ 14802	Tamayo, Gustavo	Garcia, Adriana/Delgado, Javier	42	28	23	20	35	148
34	80/ 14688	Peter, Georges	Ritt, Elder/Ritt, Elizabeth	37	39	33	23	29	161
35	99/ 15075	Ruhlman, Maegan	Wilson, Patrick/Pulos, Emily	31	32	31	37	30	161
36	8/ 14326	Waldie, Stephen	Lombard, Jessica/Bulger, Max	28	36	37	41	34	176
37	44/ 15346	Hecker, Michael	Reinheimer, Gary/Garrison, John	34	43	38	26	37	178
38	5/ 15377	Glenn, George	Hopkin, Chappy/Buzby, Alex	39	33	44	34	31	181
39	42/ 15315	Cabrall, William	Farrell, Raeyane/Bernet, Jenii	35	49/ BFD	34	38	36	192
40	68/ 14968	Fleckenstein, Mark	Dickerson, Rebecca/Arehart, Deb	43	40	32	42	38	195
41	33/ 14833	Menninger, Peter Daniel	Meninger, Jacqueline/Kaplan, Mark	46	44	45	30	33	198
42	28/ 14074	Prior, Trevor	Wertz, Mike/Hoffer, Gary	44	37	41	35	41	198
43	46/ 14895	MacDonald, Joy	Maloney, Kathryn/Waldron, Maddie	48	34	30	49/ DNF	42	203
44	17/ 14889	Fried, David	Howe, David/Chang, Leland	41	38	49/ DNS	39	39	206
45	40/ 15118	Mikell, Starling	Ellis, Patrick/Wild, Kathie	40	42	40	45	49/ DNS	216
46	6/ 15362	Edwards, Ian	Edwards, Lindy/Radcliff, Rod	38	46	47	44	44	219
47	48/ 14433	Samanich, David	Graebert, Robert/Auer, Ed	47	45	42	43	43	220
48	2/ 14525	Bates, John	Compton, Tom/Hill, Barb	45	41	46	46	45	223

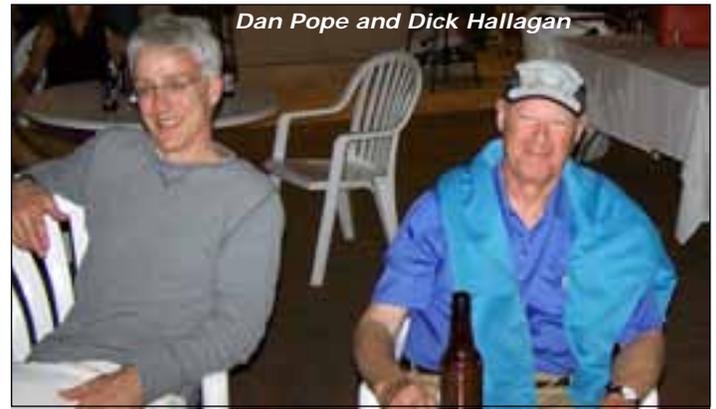
MIDWINTER RESULTS

MIAMI MIDWINTER



Team Santos receiving the Don Bliss Award





Dan Pope and Dick Hallagan



Mel Keen, Joan Hurban and Mark Grinder



Jody Starck

Sabrina

Jamie



Regatta Chair—Carol Ewing



Alberto Gonzalez excited to have caught a fish off the dock



St Petersburg Winter Championships St Petersburg Yacht Club—Marc Eagan

It is a very exciting time when you have an opportunity to get away and sail for a few days in the warm conditions of Florida. It's even more exciting to be part of a new class association with wonderful people and excellent competition.

Our experiences actually started many months ago when we ordered a new boat from the Allen Boat Company. It was delivered in Savannah and was very much the quality boat we envisioned. By the time the Winter Championship was sailing in St. Petersburg, we had two shake-out regattas to get the bugs out and try to learn as much about the boat as possible.

The biggest discussions held by our team, which consisted of Marcus Eagan, myself and Kippy Chamberlain, centered around crew responsibilities and duties during each race. We realized very quickly that this boat is very sensitive to the correct heel angle and is dependent on conditions that are up and down, both from wind velocity and water conditions during the event. We found this to be equally, if not more, important on the downwind legs.

Once we had our crew responsibilities taken care of, we turned our attention to the rig setting for the various conditions. The sails that we used called for mast movement before each race and jib wire adjustment constantly during the changing conditions. To be honest, we are still learning the cause and effect of all of these changes, but we have learned what the standard is for the various wind and sea conditions. We reviewed the tuning guides and were helped by many competitors to get us in the ballpark before each race. We felt confident that these setups were close and could concentrate on just sailing the boat like any other.

One other thing that we adjusted was the jib sheet trim—in and out quite a bit more than we would on other boats the size of the "Lightning." With the jib being a good size, we found this to actually be more important than playing the main. Our crew weight of 500 pounds seemed to be about right for the medium-to-windy conditions. In the windier and wavier races, we let the traveler down a slight bit and drove the boat nose down quite a bit more than trying to go for height. We felt more in control and felt the boat was always moving through the waves.

We love the Class and the tough competition, and we look forward to many more learning experiences. We hope to be able to write another article one day when we know more about what to share with you. Until then, sail fast and thanks so much to all for welcoming us in the Class!

Marc Eagan, Kip Chamberlain & Marcus Eagan



St Petersburg Winter Lightning Championship

St Petersburg Yacht Club, St Petersburg, Florida

March 19–22, 2009

PI	B#	Sail #	Crew	R1	R2	R3	R4	R5	Total
1	10	15393	Marcus Eagan, Marc Eagan & Kippy Chamberlain	3	1	4	-7	3	11
2	50	15355	David Starck, Jody Starck & Ned Roseberry	7	3	-17	1	1	12
3	53	15353	Allan Terhune, Katie Terhune & Sarah Mergenthaler	1	-10	7	6	6	20
4	29	14855	Jody Lutz, Jay Lutz & Matthew Schon	2	2	-9	8	8	20
5	23	14950	Tim Healy, Nicole Breault & Randy Shore	6	9	-25	4	2	21
6	11	15083	Jeff Linton, Amy Smith Linton & John Tihansky	9	11	1	(26\ ZFP)	4	25
7	25	14673	Juan G Santos, Juan R Santos & Juan A Santos	11	6	-18	2	7	26
8	13	14905	Jamie Allen, Jay Deakin & Marq Littee	5	8	2	13	-17	28
9	12	15246	Larry MacDonald, Adam MacDonald & Oliver Bone	4	-15	5	14\ ZFP	12	35
10	27	15265	Brian Hayes, Sr, Steve Davis & Laura Jeffers	12	5	-14	10	14	41
11	75	14957	Ryan Ruhlman, Nick Turney & Mo Castruccio	-21	12	3	12	18	45
12	30	14866	Tito Gonzalez-Mas, Bill Mauk & Alberto Gonzala-Parro	15	4	10	(35\ ZFP)	16	45
13	67	14567	Mark Allen, Mark Whatley & Beth Groesbeck	-38	7	15	21	5	48
14	21	15345	John Faus, Will Brown & Tyler Menninger	-24	13	21	5	13	52
15	72	15172	James Taylor, Stan Cummins & George Auer	14	23	8	9	(58\ RAF)	54
16	90	14880	Jim Allen, Ernie Dieball & Brenda Crane	13	22	-29	14	9	58
17	15	15171	Joshua Goldman, Jan Davis & Nick Farina	-22	19	12	17	10	58
18	82	15082	Michael Holly,Jr, Valerie Tardif-Holly & Christine Wheatley	17	-21	19	16	11	63
19	1	15206	William Hofmeister, Mandy Hofmeister & Jacqueline Dieball	16	18	13	25	(58\ DNF)	72
20	9	9	Tommy Allen Jr, Jay Mueller & Albert Nichols	25	-33	20	11	19	75
21	55	15255	Richard Hallagan, Hendrix TenEyck & Dan Pope	10	24	-41	20	23	77
22	37	14073	Gary Hurban, Justin Coplan & Mike Carney	19	14	(57\ ZFP)	22	26	81
23	66	14684	Bill Johns, Gui Castelao & Jason Hill	8	32	32	19	-33	91
24	22	15122	Donald Schon, Eric Reitinger & Bobby Martin	20	34	22	18	-35	94
25	18	10810	Will Tyner, Nick Cumbie & Zach Shapiro	33	20	11	32	-39	96
26	69	13991	Jason Hubbard, Rachael Taylor & Jake Hubbard	26	17	27	-37	28	98
27	47	15159	Frank Hanson, Bob Slattery & Linda Epstein	18	39	16	26	-42	99
28	31	15211	Lawrence Frost, Chance Miller & Hugh Grandstaff	28	26	-33	27	20	101
29	36	15367	George Harrington, Art Guerrero & Paul Michalowski	35	16	30	-41	21	102
30	54	14654	Bob Bush, Sterling Bush & Christin Desilets	32	-35	26	30	15	103
31	99	15075	Maegan Ruhlman, Patrick Wilson & Emily Pulous	27	25	(58\ ZFP)	28	25	105
32	79	14779	Jim Davis, Christine Davis & Les Lashaway	-43	30	23	23	30	106
33	20	14802	Gustavo Tamayo, Javier Delgado & Adrianna Garcia	23	27	-42	33	36	119
34	57	15257	Rob Ruhlman, Abby Ruhlman & Dave Werley	30	29	6	(58\ DNC)	58\ DNC	123
35	14	14318	John Sawyer, Becky Sawyer & Dan Morton	29	-38	31	29	38	127
36	17	14889	David Fried, Leland Chang & David Howe	-48	37	24	39	31	131
37	80	14688	George Peter, Allison Peter & C.H. Ritt	31	36	38	-45	27	132
38	24	15093	Joan Hurban, Mel Keen & Mark Grinder	39	28	34	(58\ DNF)	32	133
39	45	14727	Paul Luisi, Aaron Freeman & Cole Barney	41	-50	28	31	34	134
40	41	13941	Henry McCray, Nick Elyn & Ervin Jeffers	44	31	-54	38	22	135
41	42	15315	William Cabrall, Raeyane Farrell & Jenii Bernet	36	44	-45	43	24	147
42	68	14968	Mark Fleckenstein, Rebecca Dickerson & Deb Arehart	34	42	-53	35	37	148
43	16	15391	Mike Welch, Brian Beaudet & Fred Blackmer	37	-47	37	42	43	159
44	61	4866	Gary Schwantz, Jacques Schwantz & Kelvin Cates	-50	43	47	44	29	163
45	46	14895	Joy MacDonald, Kathryn Moloney & Maddie Waldron	40	41	36	-50	47	164
46	28	14074	Trevor Prior, Gary Hoffer & Michael Wertz	52	-56	35	36	45	168
47	95	14695	Richard Waldkirch, Katie Elmer & Mickey Southerland	-53	40	40	46	44	170
48	77	14321	Jack Jones, John Steiner & Gary Swangler	45	-49	43	47	40	175
49	44	15346	Michael Hecker, Gary Reinheimer & John Garrison	49	(58\ ZFP)	56	34	41	180
50	89	14854	John Stromberg, Brad Busker & Amy Miller	-55	55	39	48	46	188
51	33	14833	Mark Kaplan, Peter Menninger & Jacqueline Menninger	46	53	55	40	(58\ ZFP)	194
52	19	15185	Bruce Finsilver, Salo Korn & Michael Roualet	42	46	50	(58\ DNS)	58\ DNC	196
53	49	14780	Karen Park, Brian Dalia & Susan Wallace	47	45	48	(58\ DNC)	58\ DNC	198
54	6	15362	Ian Edwards, Lindy Edwards & Rod Ratcliff	-54	52	52	49	48	201
55	40	15118	Starling . Mikell III, Kathy Wild & Jeff	56	51	44	(58\ DNC)	58\ DNC	209
56	52	15054	Jonathan Lange, Philip Lange & Loree Benziger	51	54	(58\ DNS)	58\ DNC	58\ DNC	221
57	2	14525	John Bates, Barbara Hill & Tom Compton	(58\ ZFP)	57	58\ ZFP	58\ DNC	58\ DNC	231

WINTER CHAMPIONSHIP RESULTS

WINTER CHAMPIONSHIP



Runners-up—Ned Roseberry, David Starck and Jody Starck



3rd Place—Sarah Mergenthaler, Kaite Terhune and Allan Terhune



Jody Lutz, Jay Lutz and Matty Schon



Kip Chamberlain, Marc Eagan and Marcus Eagan





Barbara Hill, Jack Jones, Joan Hurban



Jan Davis and Michael Wertz



Alberto Gonzalez



Pete Menninger and Mark Caplan



Tito Gonzalez, Bill Mauk, Jen and Ryan Flack



Jody and Jay Lutz



Mike Welch and Brian Beaudet



Jonathan Lange, Bill Hofmeister and Mrs. Lange



Masters Series
St Petersburg Yacht Club
Joe "The Sailer" Hallagan

Having a Masters' Series during the St. Pete Regatta of the Southern Circuit adds to the fun of a great weekend. Plus, adding seventeen more boats to the fleet is a bonus for the Circuit. This is a treat for skippers 55+ to continue to compete against long-time friends and competitors and no pros.

My crew, Rick Ten Eyck and Dan Pope, from Central New York, had a dose of frustration, as the fleet went one way and Hallagan went the other way. But Masters' strategy means throwing conventional tactics out the transom.

Gary Hurban, Bill Hoffmeister and Jim Davis deserve recognition for keeping the series so excitingly close. Friday we all had the exercise of sailing out to the race area twice, and not racing. Saturday the wind was up on the sail out to the race area. In Race 1, with a penalty start, Hallagan started late at the RC boat. After a couple of tacks, we looked good against the entire fleet. This position held, so we did have a first in the Masters. But as the wind slacked off, we did much worse in Race 2, which was a struggle. Results for the Masters on Saturday was done the old-fashioned way of taking the computerized SPYC fleet results and doing sub calculations to figure the Masters' scores. Results: three-way tie; Hurban 3/1, Hallagan 1/3, Hoffmeister 2/2.

Again Sunday, the wind was strong on the sail out, so Race 3 was a gasser. The boys from CNY got another bullet. Hurban's finish was a squeaker over Jim Davis, followed by Hoffmeister. Again the breeze eased for Race 4. Hurban was first upwind. Hoffmeister had an OCS. Hallagan, keeping the frustration level high for the crew, was back, but found good air going down wind on the opposite side of the course from Hurban. He passed Hurban, disregarded the rest of the fleet, and concentrated staying ahead of Gary, who was second in the Masters. Jim Davis, off the ski slopes of Breckenridge, was third and Hoffmeister was 4th, due to the unfortunate OCS.

Thanks to my crew, Rick and Dan, to the ILCA, Amy Linton and the SPYC for a special time in St. Petersburg. Hope to be back to defend next year at age 76. Will keep trying to push the pros as long as I can.

Hendrix TenEyck, Dan Pope and Richard Hallagan



St Petersburg Winter Lightning Championship

St Petersburg Yacht Club, St Petersburg, Florida

Masters' Class Series—March 19–22, 2009

Pl	B#	Sail #	Crew	R1	R2	R4	R5	Ttl
1	55	15255	Richard Hallagan, Hendrix TenEyck & Dan Pope	1	3	1	1	6
2	37	14073	Gary Hurban, Justin Coplan & Mike Carney	3	1	2	2	8
3	79	14779	Jim Davis, Christine Davis & Les Lashaway	9	5	3	5	22
4	80	14688	George Peter, Allison Peter & C.H. Ritt	5	6	9	3	23
5	14	14318	John Sawyer, Becky Sawyer & Dan Morton	4	7	5	8	24
6	1	15206	William Hofmeister, Mandy Hofmeister & Jacqueline Dieball	2	2	4	17\DNF	25
7	68	14968	Mark Fleckenstein, Rebecca Dickerson & Deb Arehart	6	9	7	7	29
8	24	15093	Joan Hurban, Mel Keen & Mark Grinder	7	4	17\DNF	6	34
9	61	4866	Gary Schwantz, Jacques Schwantz & Kelvin Cates	12	10	8	4	34
10	44	15346	Michael Hecker, Gary Reinheimer & John Garrison	11	15\ZFP	6	10	42
11	95	14695	Richard Waldkirch, Katie Elmer & Mickey Southerland	14	8	10	11	43
12	77	14321	Jack Jones, John Steiner & Gary Swangler	10	13	11	9	43
13	19	15185	Bruce Finsilver, Salo Korn & Michael Roualet	8	11	17\DNS	17\DNC	53
14	6	15362	Ian Edwards, Lindy Edwards & Rod Ratcliff	15	14	12	12	53
15	52	15054	Jonathan Lange, Philip Lange & Loree Benziger	13	15	17\DNC	17\DNC	62
16	2	14525	John Bates, Barbara Hill & Tom Compton	17\ZFP	16	17\DNC	17\DNC	67



Runner-ups—Mike Carney, Gary Hurban and Justin Coplan



3rd Place—Christine Davis, Les Lashaway and Jim Davis



MASTERS' RESULTS

Southern Circuit



PL	Skipper	S1	S2	S3	M1	M2	M3	M4	M5	S1	S2	S3	S3	S5	S6	Ttl
1	Allan Terhune, Katie Terhune, Sarah Mergenthaler, Collin Kirby	1	4	3	6	3	1	1	2	1	10	7	6	6	10	41
2	Jody Lutz, Taylor Lutz, Matty Schon, Jay Lutz	4	9	1	16	13	6	4	5	2	2	9	8	8	16	71
3	Juan Santos G, Juan Santos A, Juan Santos R	7	18	6	2	7	2	8	1	11	6	18	2	7	18	77
4	Tim Healy, Randy Shore, Nicole Breault	8	8	42	7	11	4	7	10	6	9	25	4	2	42	101
5	Marcus Eagan, Marc Eagan, Kipper Chamberlain (Highest 1st time Circuit Skipper)	6	3	14	12	2	16	49	49	3	1	4	7	5	49	122
6	Jeff Linton, Jahn Tihansky, Amy Smith Linton	20	13	5	9	19	7	22	8	9	11	1	26	4	26	128
7	Tito Gonzalez Mas, Bill Mauk, Alberto Gonzalez	42	7	2	4	5	8	13	15	15	4	10	35	17	42	135
8	Larry MacDonald, Adam MacDonald, Todd Wake, Oliver Bone, X	3	12	42	33	8	17	5	7	4	15	5	14	12	42	135
9	Steve Davis, Brian Hayes, Laura Jeffers	12	19	11	11	9	26	12	19	12	5	14	10	14	26	148
10	Jamie Allen, Jay Deakin, Marq Littee	13	15	16	32	35	19	6	6	5	8	2	12	18	35	152
11	Tom Allen Jr., Jay Mueller, Albert Nichols	17	11	15	1	18	3	3	9	25	33	20	11	20	33	153
12	Ryan Ruhlman, Nick Turney, Mo Castruccio	19	6	22	21	20	15	15	3	21	12	3	12	19	22	166
13	Rob Ruhlman, Abby Ruhlman, Dave Werley	11	17	9	20	6	5	21	12	30	29	6	58	58	58	224
14	Dick Hallagan, Rick TenEyck, Dan Pope	21	10	18	22	17	18	25	25	10	24	41	20	24	41	234
15	Frank Hansen, Bob Slattery, Linda Epstein	14	25	17	23	10	20	31	11	18	39	16	26	43	43	250
	Will Tyner, Nick Cumbie, Zach Shapiro (Top Youth)	30	16	23	25	49	13	11	13	33	20	11	32	40	49	267
	William Hoffmeister, Mandy Hoffmeister, Mark Griner, Chip Clifton, Jacqueline Dieball	26	22	21	14	15	39	27	49	16	18	13	25	58	58	285
	Bob Bush, Sterling Bush, Christin Desilets	16	21	12	24	23	43	28	24	32	35	26	30	16	35	295
	Eric Reitinger, Bobby Martin, Donald Schon	24	26	42	29	21	35	14	26	20	34	22	18	36	42	305
	Gustavo Tamayo, Javier Delgado, Adrianna Garcia	9	20	24	42	28	23	20	35	23	27	42	33	37	42	321
	John Sawyer, Becky Sawyer, Dan Morton, Toby Willis	22	27	4	17	25	25	36	40	29	38	31	29	39	39	323
	David Fried, Leland Chang, David Howe	37	30	42	41	38	49	39	39	48	37	24	39	32	49	446
	Trevor Prior, Mike Wertz, Gary Hoffer	32	29	28	44	37	41	35	41	52	56	35	36	46	56	456
	Joy MacDonald, Kathryn Maloney, Maddie Waldron	29	34	25	48	34	30	49	42	40	41	36	50	48	50	456
	Peter Menninger, Mark Kaplan, Jacqueline Menninger	31	32	41	46	44	45	30	33	46	53	55	40	58	58	496
	Ian Edwards, Lindy Edwards, Rod Ratcliff	35	35	31	38	46	47	44	44	54	52	52	49	49	49	527
	John Bates, Barbara Hill, Tom Compton	34	36	41	45	41	46	46	45	58	57	58	58	58	58	565



Runner-ups—Jay Lutz, Matty Schon amd Jody Lutz



3rd Place—Juan Santos A, Juan Santos R and Juan Santos R



4th Place—Randy Shore, Tim Healy and Nicole Breault



Marcus Eagan— Received the Humphrey-Newcomer Award as the highest placing first-time skipper in the Circuit with his crew Kip Chamberlain and Marc Eagan



Collin Park Memorial Winter Lightning Championship Trophy—presented by Karen Park to the highest finishing married couple, David and Jody Starck



Will Tyner receives the Davis Youth Trophy

Banquet



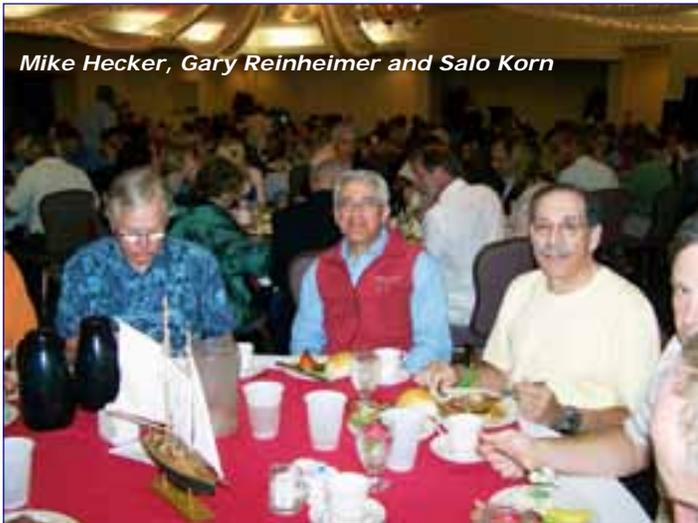
Master of Ceremonies President Brian Hayes thanks Steve Davis for his service to the ILCA



Rob Ruhlman and John Faus presenting Steve Davis with an appreciation award for his service to the Class and with lifetime membership



Amy Smith-Linton receiving the Fisher Sportsmanship Award from Tom Allen (last year's recipient) for her years of service as Vice President of the Southern Circuit



Mike Hecker, Gary Reinheimer and Salo Korn



Santiago Romero, Juan Santos, Javier Delgado & Andrianna Garcia



Watching the Southern Circuit slide show created by Nick Farina



Amy Miller, Mark Whatley and Mark Allen



Fisk Hayden receiving the Karl Smither Award



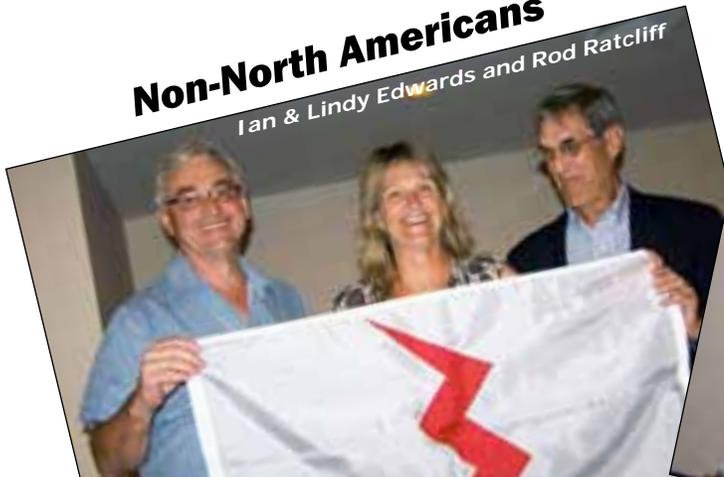
Fisk Hayden's family proudly watch the festivities



Burgee exchange between Salinas Yacht Club and St Petersburg Yacht Club

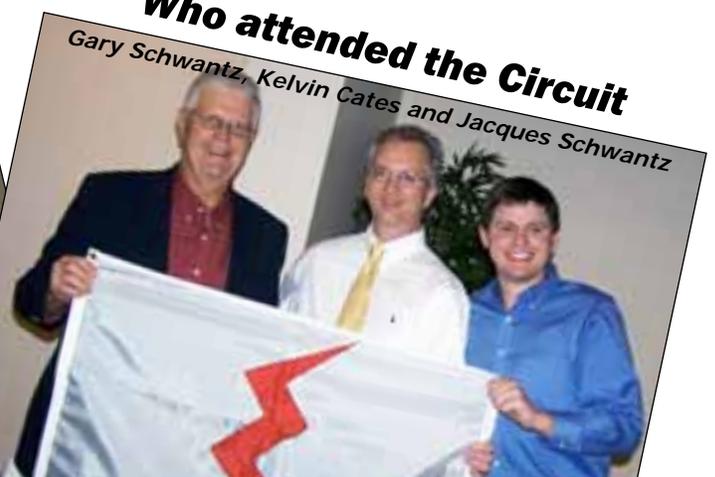
Non-North Americans

Ian & Lindy Edwards and Rod Ratcliff



Who attended the Circuit

Gary Schwantz, Kelvin Cates and Jacques Schwantz

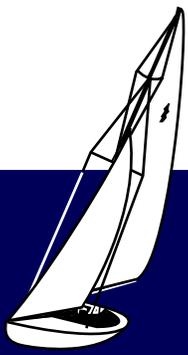


Javier Delgado, Adrianna Garcia and Gustavo Tamayo



Tito and Alberto Gonzalez





Classic Lightning

Bob Astrove — astrove@hotmail.com

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

Wooden Lightning Capsize Flotation and Stability Study

Scott Graham, Graham Marine, Inc.

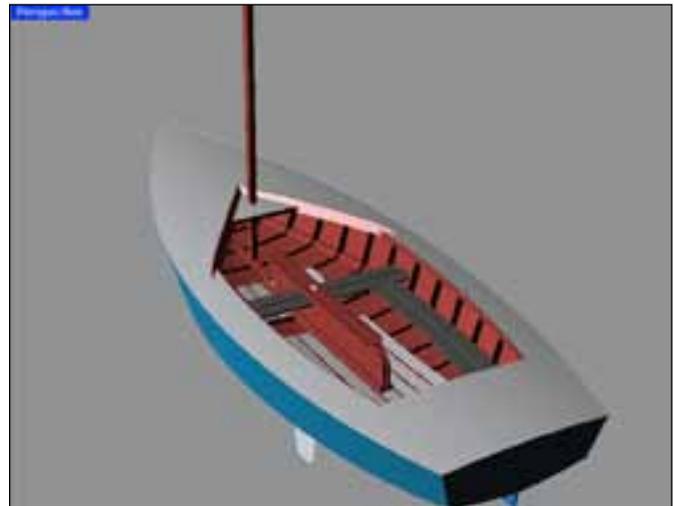
Recently the subject of flotation and stability after a capsize was discussed on the Yahoo wooden Lightning forum (http://groups.yahoo.com/group/Wooden_Lightning). The consensus was that past experience has shown that wooden Lightnings, as well as classic glass boats, have very limited reserve buoyancy and marginal stability after a capsize. Without additional flotation, they are very difficult to get sailing again without outside assistance. So the question became how much flotation is necessary and where should it be located?

I've never capsized my boat, but I still have a vivid recollection of sailing back from the beach as a teenager, putting the leeward cockpit edge under in a gust and taking about nine inches of water into the boat. I was lucky to get it bailed out and continue sailing. Since I now have the appropriate computer software and am restoring my old boat, I thought it would be worthwhile to analyze a few flotation configurations and provide the results to the group. Hopefully, this will convince owners of older boats to add additional flotation and provide some general guidance on where it should be located.

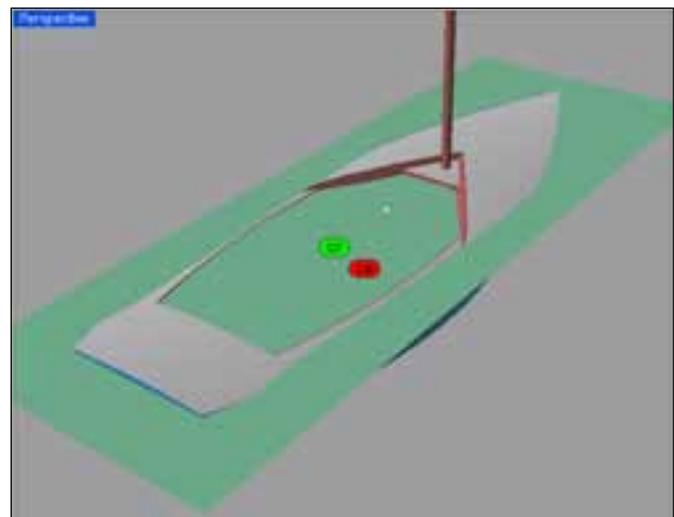
The basic flotation options included installation of watertight bulkheads at stations 3 and 8-½ (in front of the mast step, and under the stern deck), flotation bags in bow, stern and under the seats, and foam flotation under the gunwales (side deck).

Based on the 3-D computer model (which has an accurate representation of the planking thickness, frames, floorboards, seats etc.), a wooden Lightning without any flotation has approximately 1,100 pounds of buoyancy when submerged to deck level, or approximately 400 pounds of reserve buoyancy before the boat becomes fully submerged. By adding up the weights and centers of the pieces in the computer model, I came up with the Center of Gravity (CG) 10.3 feet aft of the bow and approximately 1.7 feet above the baseline on the plans (approximately 1.2 feet above the keel). The CG calculation included the mast and boom and assumed that the centerboard was down. I also assumed the boat would need to support an additional 225 pounds of crew weight in

the swamped boat, for a total weight of 925 pounds. The crew weight could be one large person standing mostly out of the water or two average people partially submerged in the swamped boat.

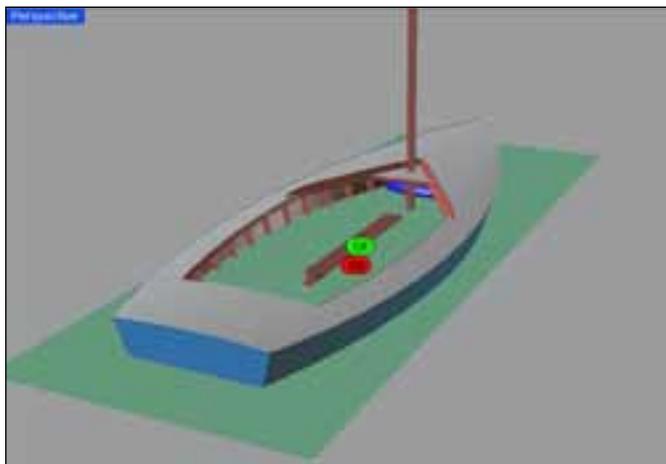


The 3-D model was then used to predict the equilibrium sinkage, trim, and righting moment for the boat with no additional flotation. As you can see, there is very little freeboard and waves would freely roll over the boat making it virtually impossible to bail out. In order to successfully bail out the boat and get



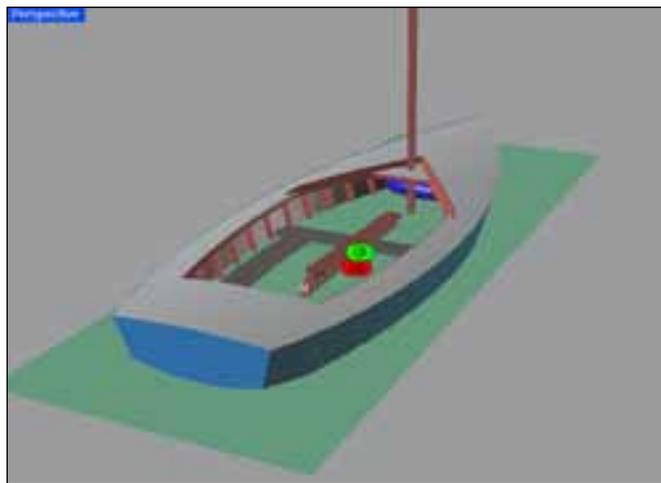
sailing again, the boat needs to be stable enough to remain upright and also maintain enough freeboard to keep waves from washing into the cockpit. In the more detailed version of this article (<http://www.lightningclass.org/resources/woodenBoats/articles/general/flotation.asp>) there is an extensive discussion of stability while swamped, given various flotation configurations; however, there just wasn't room in this month's "Flashes" to include the entire article. The detailed version of the article also addresses the boat's propensity to turn turtle after a capsize and the importance of having a buoyant mast. If you have an aluminum mast, make sure (per Class rules) there is still foam inserted from the spreaders to the top.

For this article we will focus on the freeboard of the righted boat. The figure below illustrates the floating equilibrium with Bow & Stern air bags added. This configuration barely keeps the centerboard trunk above the water, but this could be helped a little by moving the crew weight a little farther aft from where it was assumed to be located. In this configuration there is around one foot of freeboard, but also a lot of water in the boat, and the boat is not very stable. Adding foam under the gunwale (side deck) doesn't help the boat float any higher since the foam is not normally submerged, but it significantly improves stability since it adds buoyancy as the boat rolls.



Adding under-seat air bags helps the boat float higher, as shown, reduces the water on-board, and also improves stability up to around a 60-degree roll angle. After that they reduce stability slightly. Also, since the flotation under the seats is aft of the CG of the boat, it floats down by the bow a little. Again this can be corrected by moving the crew weight aft a little more.

Adding watertight bulkheads at stations 3 (in front of the mast step) and 8.5 (under the stern deck) also adds a substantial amount of flotation. This configuration is shown in the next figure. Surprisingly, this configuration floats a bit lower than the above configuration with the air bags under the seats; however, this configuration also has substantial additional reserve buoyancy that the above configuration does not. Obviously, adding the under-seat air bags would also help this configuration float higher. Adding under gunwale foam increases the reserve buoyancy and improves upright stability for all configurations.



Everyone's situation and boat is a bit different, so the above results should only be considered general guidance. When considering how much and what type of flotation you should have installed in a classic Lightning, you need to consider where you sail, if there is there outside assistance readily available, how cold is the water, how good a swimmer are you and how comfortable are you in this type of situation. How about your crew? How much do you and your crew weigh, and how much additional weight will the boat need to support when swamped? Are there large waves? Will you be able to right the boat easily? If sailing in fresh water, you need a bit more flotation.

It is pretty clear that a capsize in a wooden Lightning with no flotation leaves the boat dangerously low in the water and with marginal stability. Flotation bags weigh very little and appear to help significantly. Complete bulkheads fore and aft require approximately 15 square feet of plywood which weighs about 9.4 pounds plus a bit of framing. Using three pounds per cuft foam under the gunwales will add about ten pounds. The table below lists the volume of the buoyancy bags and gunwale foam used for the predictions.

	Volume (cu. ft.)	LCB (ft)	VCB (ft)
Bow Bag	6.22	3.95	1.70
Stern Bag	5.00	17.65	1.60
Sear Bags (each)	2.40	12.57	1.07
Gunwale Foam	3.40	10.93	2.32

Another point to consider when choosing an air bag is that you may be better off choosing a large bag that can completely fill the available space, even if it is only partially inflated. Just make sure to get it as full as possible without pressurizing it against the boat structure. A partially inflated air bag will compress about 7% when submerged one foot, and about 12% when submerged two feet. So an air bag with two cubic feet of inflated volume that compresses 12% still has 1.76 cubic feet when submerged two feet underwater and has 0.75 cubic feet more buoyancy than a full-pressurized air bag with one cubic feet of volume that doesn't compress.

I hope the results have been of interest and will help you in deciding the flotation solution best for your circumstances.

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JULY 18-19 NJ State Championship – Barnegat Light YC
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JULY 25-26 Atlantic Coast Championship – Toms River YC
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Contact: Will Demand will_demand@hotmail.com

What a year!

- 1st North American Champs**
- 1st NAs - Governor Cup**
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- 1st Savannah Regatta**
- 1st Miami Regatta**
- 1st Canadian Open**
- 1st Frigid Digit Regatta**
- 1st Atlantic Coast Champs**
- 1st 70th Anniversary Regatta**
- 1st Borderline Regatta**
- 1st Indy Open**
- 1st Mid-Continent Regatta**
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- 1st California Circuit**

Al and Katie Terhune and Jeff Linton winning the 2008 North American Championships.



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Photo Bill Clausen

East Coast Spring Sailing Begins with the 25th Anniversary Doc Gilbert Memorial Potomac Cup Regatta

David Thompson



For Lightning sailors in or near the mid-Atlantic States (other than those fortunate enough to make the Southern Circuit), the sailing season begins with the annual Doc Gilbert Memorial Potomac Cup Regatta at Leesylvania State Park, located on the Potomac River about 30 miles south of Washington DC. This year we will observe the 25th anniversary of the event.

This year's Potomac Cup, hosted by Lightning Fleet 50 in Washington DC, will be the weekend of May 2-3.

Sailors not familiar with Leesylvania are often surprised that the Potomac River is more than three miles wide that close to Washington. The river runs approximately north-south for more than seven miles, far more than needed for windward legs typically set for a mile or so. The park has excellent launching facilities, a snack bar, a store, ample parking, restrooms, and showers. Camping is allowed on the grounds. Powerboat traffic is minimal—the bass fishermen are out and back before we get on the water—it's sailing as it used to be. Sailors from out of town can easily drop off non-sailing family for sightseeing or visiting the museums of Washington.

Winds in early May are almost always good, and last year we saw two of the best back-to-back sailing days in recent memory.

Lightning Fleet 50 held the first Potomac Cup at Leesylvania in 1985, seven years before the park opened. That year there were six competitors, and they either towed their boats to the area or carried them 60 feet from a gravel road to the beach. When the park did open in 1992, it included two sailboat launch cranes, thanks to Fleet 50 member Jim Dillard, delegate to the Virginia House of Delegates, long-time Lightning sailor, and advocate for Virginia's waterways.

The regatta was renamed in 1993 in memory of a revered member of Fleet 50, "Doc" Gilbert, a retired orthopedic surgeon and three-time fleet champion, who had a heart attack while competing in the regatta in 1992. He had a "MacGyver" approach to sailing Lightnings that kept many boats racing beyond their time. He

was a colorful character who helped many people take up Lightning sailing because he made it fun.

The regatta has grown year by year, and in recent years there have been between 25 and 35 Lightnings. Last year's champion was Allan Terhune, sailing with Katie Terhune and Todd Johnson. In 2007, Joann Fisher won the regatta. Dick Hallagan owned the Potomac Cup before then. He won the regatta every year between 2001 and 2005 and several times before.

Lightning Fleet 50 is a part of the Potomac River Sailing Association, which holds its spring and fall club regattas on the Potomac River near Hains Point, in clear sight of the Washington monuments. Most boats are kept at the Washington Sailing Marina, just south of Ronald Reagan National Airport.

For the 2009 Potomac Cup NOR and other details see:

<http://www.lightningclass.org/fleet50/PotomacCup/PC2009/index.htm>



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June 13	Brant Beach Annual Regatta
June 20	Bay Head-Metedeconk Tune-Up at Metedeconk River Yacht Club
June 20-21	NJ Gov. Cup at Riverton Yacht Club
July 11-12	Central Atlantic District Championship at Ocean City Yacht Club
July 18-19	NJ State Championship at Barnegat Light Yacht Club
July 25-26	Atlantic Coast Championship @ Toms River Yacht Club
July 31	NJ State Junior Championship @ Metedeconk River Yacht Club
August 1-2	Heart Cup at Ocean City Yacht Club
August 5-16	Down Bay, North Jersey YRA Championship, Little Egg Harbor YC
September 26	Manahawkin Bay Cup

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A good reputation is the most important piece of equipment in your sailing bag.

The New Rules of One Design Sailing

by Matt Bounds, US Sailing One-Design Class Council Chairman

Of course we have a new rule book this year, but that's only part of the "New Rules." The new rules this year also include lessons on frugality and fleet building in a tough economy. Owners and members will be more reluctant to spend money attending and travelling to regattas. Classes will struggle to grow and struggle to replace old boats with new boats. Many classes will stagnate or decline. Builders and all the essential suppliers to classes (sail makers, parts distributors and manufacturers, boat distributors, event hosts) will all be facing a very bleak year. Some may not survive.

- Make sure your existing members have fun sailing their boats in a very cost conscious way. Against the economic gloom, it's going to be even more important to get out for a beautiful day on the water and have some fun racing. Your class's job is to create opportunities to do this in a very cost effective way this year. Have fun and inexpensive regattas. Pool resources to keep travelling costs down, using multi-boat trailers for example.
- Maintain momentum and confidence in the class, individual boat by individual boat. Make sure your class spark-plugs are fired up and making the calls to get people out. Don't adopt a bunker mentality. No matter what happens, the sun will still shine and the wind will still blow - and they're both free!
- Don't set ambitious, unrealistic expectations. Attendance at events will almost certainly be down this year. Don't let it dampen the party. The fate of your class is in your hands. You can either allow it to fade away, or you can get on the phone and rustle up some attendance.
- Support your suppliers and sponsors. They will appreciate your class as customers because we stood by them and recognized their importance to our sport.

Set goals for your class in 2009:

1. Aim to have a higher class association membership at year end 2009 than you did at year end 2008.
2. Have more boats at each class sanctioned regatta this year than you did last year.
3. The total fleet numbers in the US will increase year-over-year.

Thanks to Justin Scott of the Viper 640 class for providing the nucleus of this material.



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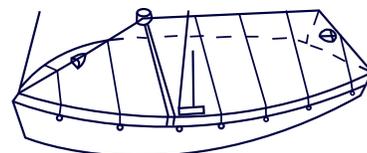
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*56th Open Lightning European Championship
Open Italian Lightning National Championship
Marsala June 27– July 3, 2009*



NOTICE OF RACE

1. Venue and Date

The Championships will be held from June 27th to July 3rd at Circolo Velico Marsala (Italy).

2. Organizing Authority

A.S.D. Circolo Velico Marsala

Via Vito Falco n. 5

91025 Marsala (Tp) Italy www.circolovelicomarsala.com, info@circolovelicomarsala.com

3. Rules

3.1 The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing RRS 2008-2012.

3.2 Sailing instructions

3.3 Lightning Class rules

4. Eligibility

4.1 All registered class-boats are admitted

4.2 Competitors must be members of a Club affiliated to ISAF. For Italian competitors the amendments of F.I.V. will apply.

5. Advertising

5.1 Advertising Category C will apply (see rules for advertising, appendix 1, RRS)

6. Entry

6.1 Entries shall be submitted on the enclosed Entry Form, completely filled out.

- The following documents shall be enclosed:
- Measurement Certificate or Certificate of Conformity
- Copy of the Third-party liability Insurance form
- Confirmation of club membership or Licence
- Confirmation of the legitimacy for advertising Category C.

6.2 Deadline for Entries:

Entries shall be received by the Organizing Authority no later than June 1st 2009 .

Late entries will be accepted by June 20th 2009 with entry fee for late entries.

6.3 Entry fee: € 300.- per boat, Entry fee for late entries: € 350.- to be paid by Bank transfer to:

Banca Credito Emiliano S.p.A. Via XI Maggio – 91025 Marsala (Tp)

n° IBAN : IT 15 S03032 25900 010 0000 50553

The entry fee includes the Gala dinner for the crew.

7. Schedule of Races

7.1 Programme:

June 27	09.00 - 18.00	Check-in at the Race Office, hand-over of the Sailing
June 28	09.00 - 18.00	Check-in at the Race Office, hand-over of the Sailing
	14.00	Tune-up race
	19.00	Opening Ceremony
June 29 / July 3	11.00	Competitors at disposal of the Race Committee
July 3	15.00	Latest Warning Signal
	18.00	Prize giving

7.2 Scheduled Races:

- The Championship will be sailed with 6 valid races.
- To constitute the Championship at least 4 valid races must be sailed during the scheduled time.



*56th Open Lightning European Championship
Open Italian Lightning National Championship
Marsala June 27– July 3, 2009*



8. Measurement

- 8.1 The check of the Measurement Certificates and the control measurements will take place next to the club house, under the boathouse.
- 8.2 A measurement check can be held any time by the race committee or the measurer

9. Scoring

- 9.1 The Low Point Scoring System of Appendix A will apply.
- 9.2 One worst score will be excluded if at least 4 valid races have been sailed.

10. Prizes

- 10.1 The following prizes will be awarded:
 - Main-Prices for the 3 first classified boats
 - Perpetual Trophy
 - Souvenir for each registered competitor.

11. Mooring and Parking

- 11.1 A suitable place will be provided for every boat.
- 11.2 During the Championship, launching and hauling will be organized by the Club.
The trailers have to be parked correctly
- 11.3 Cars will be parked inside the Club.

12. Support boats

- 12.1 Support boats shall be registered at the race committee before the beginning of the event and comply with the Support Boat Regulation for the championship. The authorization for navigation on the waters concerned will be obtained by the organizing authority
- 12.2 Support boats will be part of the security arrangement for the event.

13. Social Events

The following events will be organized:

- 13.1 Sunday 28 19.00 Opening ceremony

- 13.2 Every afternoon soon after the races "spaghetti "party at the Club
- 13.3 Wednesday 1 20.00 Gala Dinner
Additional Gala Dinner Cards can be bought at the check-in

14. Liability and Insurance

- 14.1 Competitors participate in the regatta entirely at their own risk (See RRS rule 4 - Decision to race).
The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 14.2 Each participating boat shall be insured with valid third-party liability insurance with adequate cover per event (min. One million Euro) and valid for racing.

15. Accommodation

Information and addresses will be given later.
Camping Car: possibility to park inside the Club area.

[A.S.D. Circolo Velico Marsala – Via Vito Falco n. 5 – 91025 Marsala \(Tp\) Italy Tel/Fax: +39 0923 713864](mailto:info@circolovelicomarsala.com)
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**** For more information on these championships, please visit the ILCA website.**

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

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

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Crysal Beach Motel	905-894-1750
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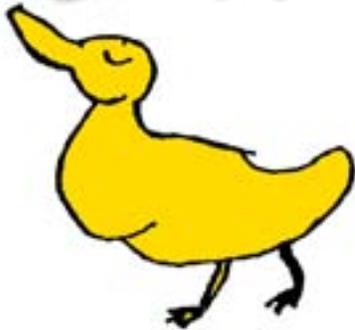
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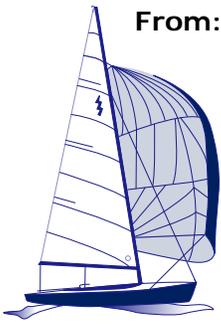
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151309 Nickels. All white, like new boat, stored indoors during winter. Full trailing covers. Mooring cover. Galvanized trailer. Adjustable jib leads. JCD tiller extension and universal. Tack tick Micro Compass with bracket. Quantum sails and spin. Cincinnati, OH. kirkpg@gmail.com. 513-271-2913.

15147 Nickels, looks new, fresh water. Royal blue hull/white stripe, 1/4" blue stripe around non-skid. North/Fisher J, M & Spin. Galvanized trailer...a real steal at \$13,500. Joe Dissette MICH 989-631-2133 I also have many other pre owned Lightnings, call to see what is in my barn. dissettesail@chartermi.net

15143 Allen Like new, turnkey. 2008 Blue fleet NAs Trailer, spare tire, hull, deck, and mast trailing covers. Mast up cover. White with light grey nonskid, lightweight rudder. Minimum weight with lead. Nearly new Quantum sails plus good set North MJS. Orlando, Florida. David Helmick 407-782-9752 sailorking@aol.com

15089 Nickels, Andy Horton rigged and campaigned 2001; very light club raced. Great condition. All white. Covers include travel, mast, skirted mooring (dry sailed) and rudder. Tacktick compass. Galvanized Nickels trailer. Squam Lakes NH. \$11,500. Contact Al MacQuarrie, 603/745-9496, almaccq@roadrunner.com

15052 Nickels. Great Condition, one set of newer sails, numerous secondary sails. White boat with blue bottom. Trailer and all covers. Pictures available upon request. \$12,800. Contact Rick at 732-278-1400 or (rich2724@aol.com) Brick, NJ

15024 Nickels - Fast boat, well maintained. Bottom clean and fair. Custom Guck Rudder. Tacktick compass. Full trailer covers and mast cover. 701 lbs. Upgraded hiking straps, all Nickels upgrades. North Fishers new 2007 NA's Kept indoors. \$13,500 Jason at 410-688-8431 or jwerner@claimsbridge.com

14012 Nickels, white with red stripe. 2006 M-5 main and 5A jib; 2 spinnakers; practice sails; S/S board; new mooring cover; Nickels trailer; race equipped. \$4,900 217-429 1179 or 217-4295237.[ILW] RWO58@AOL.com

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, John Townsend, townsend@drs-c3.com. \$9,600

14743 Nickels. Excellent condition, all white with blue stripe, fast and ready to race. North J-M & S Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$9,900 Joe Dissette Mi. dissettesail@chartermi.net 989-631-2133

14705 Nickels in excellent condition. All white, and clean. Two covers in very good condition. Galvanized Trailer. Recently moved to L.A. and MUST sell. Delivery negotiated. \$7,200 (352)-430-3321 rohair1@hotmail.com

14622 Nickels in fantastic shape. 2 full sets of north fishers, 2 spin poles and brand new VSP travel covers (mast and 1 piece hull cover). Mooring cover, tack-tick race master compass. Trailer never seen salt water. \$8,500. Contact Jared at: (910) 686-9972 jared.lathrop@ge.com

14616 Nickels. White hull with blue waterline stripe, white deck. 100% ready to travel and race. Updated traveler, jib leads, vang. 2008 Quantum AP Main, AP Jib, (2) spins (AP & Runner), like new. (2) Spin poles, one tapered. Galv trailer, wide bunks w/ closed cell foam pads, new tires and rims + spare, bearing buddies, and Nickels light bar. trailing cover, mooring cover, mast cover, rudder bag, bag for (2) poles and tiller. \$10,000. Located in MI, contact Grant granthilger@aol.com or 989.860.5065

14508 Nickels, ready to race. Inside winter storage, upgraded traveler, new shrouds with handy locks, rigging upgrades, SS centerboard, 700 lbs with corrector weight, Sailor's Tailor mooring cover, travel (1 piece), mast and rudder covers, 2 spin poles, galv Nickels trailer w/ wide bunks, Light grey hull and deck with blue boot stripe. North sails M5 mains, 5A+, CP2 & FJ jibs, 2 R2 Spins. Milwaukee, WI. Steve Cushman 414-793-4810, smcush@gmail.com. \$6,500.

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

14366 Nickels, very good condition, ready to race. Travel, mooring, mast and rudder covers. Tacktick Micro compass. Galv Nickels trailer, light bar, spare and two dock boxes. Like new North Fisher Main, jib and R-2 spinnaker. New mainsheet, spinnaker sheets and halyard. Havre de Grace, MD. Mark Hergan markhergan@comcast.net 443-756-1670 \$7,800,

14277 Nickels. White hull with light gray deck. 705 lbs, (weighed in 2008) in good condition. Includes Trailer, Fisher Main and Jib, 2 Spinnakers, Compass, Travel Cover, and new Fabricraft mast-up cover. \$6,800. Tenafly, NJ. Eric Beck ebeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

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

14266 Allen. White hull, ready to race. SS Centerboard, galvanized trailer. Set of racing sails plus 2 extra sets. Trail, mast and mooring covers. Charleston, S. C. \$6,000. email: cttravel81@aol.com. telephone: 843 795 7145

14238 Nickels. Yellow hull in very good condition. Deck is yellow and white. Ready to race. Nickels trailer and light bar, full covers, three sets North sails, almost new JF2 Jib. Located in Connecticut. Keith Kraner (860)652-8979. kandakrane@aol.com \$5,500

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

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

13876 Nickels. Solid Hull in decent condition. The skeg will need some minor glass repair. Minor dings from use over the years. New rudder and New galvanized trailer. 1 set of older sails. Newer boom. Mast works but needs some work. \$3200 or best offer. Proceeds go to the Boat Grant program. NJ. John Faus: johnfaus@yahoo.com or 609-921-6788

13370 Eichenlaub. Mint green hull with white deck. It comes with 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tlc but will clean up nice. Comes with a trailer and a lifting bridle for boat hoist. \$2500 Nashville, TN. 615 400-9534 alghtning@aol.com

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

13179 Allen, painted steel trailer, fair to poor condition. SScenterboard. No RUDDER AND TILLER. A lot of useable hardware including mast step, jib tracks/cars, stem fitting, etc. The parts alone are worth more than my asking price. The hull is heavy, needs significant fiberglass work. Sold as-is, where-is. \$600.00 cash takes it. The Allen aluminum rig, in great condition, (mast, boom, spin pole-fully rigged) is available for an additional \$500.00 You've got to take the whole package. Thad Brej, Cleveland, Ohio 216-952-2534 thad@smartstraps.com

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

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

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

11078 Allen. Full set of sails. Stainless Steel Centerboard. Compass. Boom Tent. Lifting Bridle. Custom Trailer. Mast Replaced. Clean Glass Hull. Beautiful Condition. This boat is from the Great Lakes Region. Asking \$3,000 Phone: 401.749.3165 Email: babyrn13@netzero.com

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

10814 1968 Kaier built. Green topside, asking \$1400 or best offer. 3 mains, 3 jibs, 1 spinnaker in good/fair condition. Updated running rigging, new compass, stainless centerboard, newly refinished wood rudder, aluminum Bryant mast and boom, trailer. Collin Kirby MD cell 703 409 8306, home 540 338 1870.

10493 Lippincott, Ugly but fast, nicks and dings. Modern rigging, spars. Competitive in fleet racing. Trailer, 2002 North jib, good North M5 and spinnakers. Will reward TLC but sails fast and high as is. \$1,400.00 Roger Link, 410-322-4376; (w) 410-278-5160, roger.link@us.army.mil Havre de Grace, MD

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

Classified Advertising Policy for ILCA Flashes and website

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

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