



**Welcome to Sodus Bay Yacht Club and Sodus Point, New York
Host and Site for the ILCA's 2009 Women's, Juniors', Masters' and
North American Championships**

Tom Knapp



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Sodus Bay Yacht Club was formed in 1893, one of the oldest clubs on the Great Lakes. Some have described Great Sodus Bay, a four-mile-long by three-quarter-mile-wide body of water on the south shore of Lake Ontario, as the finest natural harbor on the Great Lakes. Sodus, in the Iroquois language, means "Silvery Waters". If you have ever seen the Bay on a full moon evening, you would know exactly how those first inhabitants came up with the name.

SBYC has a proud history of hosting regattas and rendezvous, including multiple Eastern Yachting Circuit annual regattas, J/24 District Championships, Central New York Yacht Racing Association annual regattas, eight Metre North American and 8M World Championships, the Soverel 33 North American Championship, and SBYC/SBJSA Laser Opti Regattas. A long affiliation with Lake Ontario's 125 year-old Lake Yacht Racing Association (LYRA) has also provided the opportunity to host LYRA's week-long 100+ keelboat Annual Regatta on many occasions going back to 1924.

Many one-design classes have called SBYC home over the years. Larks, Robins, Snipes, Rhodes Bantam, International 110s, Comets, Luder 16s, R-Boats, J/24s and, of course, the Lightning have all enjoyed periods of popularity, some to this day.

—continued on page 4



President's Column

Brian Hayes, Sr.

"They all can't be gems, but they can all be pretty good..." That's what I tell Jan when she calls or emails me in a panic in regards to the impending deadline for the Flashes or yearbook or similar "information sharing" release. Realistically, each and every Flashes can't be better than the last one. It's not possible. Someone will find a typo or a mislabeled picture or their name spelled wrong. What in the world would the critics of the world do if every single one was a classic? Boring.

Regardless, for this month's column I'm taking my own advice. This column ain't a gem (many will say none are!). It's spring and there is sailing to do, baseball to coach and yard work to do. Also, Kelley wants the house painted before summer starts, I need to get organized for some regattas and, oh yeah, there's that work thing that keeps getting in the mix.



So anyway, I'm taking the month off from attempting to create a literary masterpiece. There will be no pleas to get involved in the ILCA, no passionate clever stories about how to help promote Lightning sailing—not even a mention of the fact that you can renew your membership online at www.lightningclass.org or by calling Jan at 303.325.5886 to renew or that our drive for 1,000 members is still alive and needs you (and your friends) to join the Class. Nope. Nothing like that this month at all.

Just a reminder from me to all of you to enjoy the start of summer. Use your Lightning to go and race or go for a day-sail. Enjoy time with your sailing friends. Make some new ones. And if you pick a day to go for a sail and it rains or it's too windy or there's no wind at all, just remember they all can't be gems...

But hopefully they'll all be pretty good.

The 2009 ILCA Yearbook is in the final stages of completion and will be mailed out in June.

They may also be purchased on the ILCA website:

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

Lightning Labs

June: Randy Shore in Colombia
July 18-19: New Jersey State Championships
October 3-4: Skip Dieball at Wawasee

Please contact Todd Wake toddwake@aol.com if your fleet would like to host a Lightning Lab this summer.

2010 Southern Circuit Dates

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

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

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

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

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

International Lightning Class Association

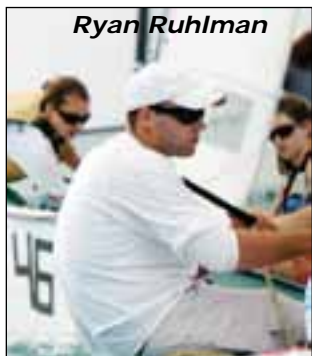
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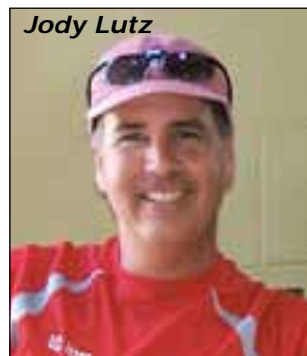
www.lightningclass.org

Ryan Ruhlman



Tow Questions and Answers

Jody Lutz



Q: Jody, the bow line issue has been a hot topic in the class recently. Since the W,J,M Championships are at Metedeconk next year and you "New Jersey" sailors are used to towing, can you give us an over view on the proper towing procedure?

A: Sure, but let's get a couple of things straight. First off, just because I'm answering some questions on towing and procedure I am by no means the "expert". This disclaimer covers me if something should happen while under tow that is frowned upon by Bill Clausen!! Second, it's an incorrect rumor that my tow line broke in Newport or this year in St. Pete. I agree I

could be "accused" of having too short a tow line but I'll correct that once Matty (or also know as Ivan Eric) Schon finds our bow line he lost (word is he using it for a drying line at his college apartment)!!

Q: OK, we understand, thanks for clearing that up. Since the 2010 WJMs are being hosted by Metedeconk, will you be towing to the course?

A: Yes, each day we will tow to and from the race course. If the anticipated sea breeze develops it's actually a nice sail home under spinnaker and may in fact be faster than waiting for the tows to develop. Either way, you can bet we'll have it organized and worked out before the regatta but a tow line of sufficient strength and length will be mandated.

Q: We'll leave aside the strength issue for now but what about proper length?

A: Short answer is 45' to 50' so one end can be tied around your mast and lead to the boat in front's mast with about one boat length distance between towing boats.

Q: Can you suggest the proper procedure for tying the end on your boat?

A: Sure. "Your" end should be tied with a bowline around your mast but below the goose neck as to not interfere with any halyards or compasses. Remember not to tie it over the main halyard so you can still get at the halyard to lower the main. It then gets tossed to the boat going by or in front of you. Best to have the bow line going forward on the opposite side of the jib so as not to crush the jib when the line gets taken up tight. Also, if thinking ahead lead the line on the opposite side of the head than your "bow donk"

Q: What's next?

A: A good throw to the other boat.

Q: Ok, we got that but what's next in the tie sequence?

A: Oh, sorry. Well once the throw has been executed the receiving boat should tie the other end THROUGH the bowline loop that is already around the mast. This allows for most of the load to be on both lines and not just the mast. This is a critical concept to proper tow technique. Sometimes I lead the other boats tow line through the backstay "triangle" so it acts like a "lead" and helps keep the tow line centered in the boat.

Q: What about center board position for towing?

A: Once underway, I suggest pulling the board up all the way. The only time I keep it down a few inches is when I need to maneuver in tight locations or steer away from "straight line" to help pick somebody up.

Q: Anything else you'd like to add?

A: Yes, I vow not to rest until I have won the St. Pete regatta more times than Brian Hayes. It eats me up inside knowing how successful he has been there...

Q: Woh, Jody, relax. I meant about towing.

A: Sorry, I lost it for a minute there. Last thing that I would suggest on towing is to have proper weight placement of the crew while under way. All three should be in the cockpit area to balance the boat and reduce stress on the tow lines. For example, Matty likes to sun himself on the deck since he thinks girls like him better if he's tan. I draw the line on laying on the deck while towing in.

Towing Bullet Points:

- Tie bowline low on mast.
- Tie bowline to bowline.
- Lead aft boat's bow line through your backstay triangle.
- Make sure halyards are clear so sails drop easily.
- Board half way up at least.
- Weight back in boat.
- **BE KIND TO THE BOAT IN FRONT OF YOU!** This means staying in line, not putting stress on their backstay or on the crew.



—continued from page 1

Lightning sailors who started their sailing careers on Great Sodus Bay include Fisk Hayden, Dick Hallagan, Jed Dodge, Mike Healy and Dan Pope!

For those that may be visiting Sodus Point for the first time, we want to share with you some information about what you'll find and what you can do while you visit.

Sodus Point is a small resort community of about 900 year-round residents. Our population swells to a few thousand during the "season." Approximately seventy-five percent of the homes in the Village and on one of Sodus Bay's three islands are summer cottages.

Sodus Point's main "summertime" industry is tourism. Folks come and spend a night or two in one of the several Bed & Breakfasts or rent a cottage for a week's vacation. Water sports, boating, fishing and the beach are the main summertime attractions. There are several full-service marinas and boat dealers/yacht brokers on the Bay. Arrangements for boat rentals and fishing charters can be made through some of the marinas or bait shops.

Walking distance from the SBYC are several restaurants offering a variety of food choices, from fast-food (Hots Point) to fine dining (The Bay Street). There are several other restaurants located around the Bay, accessible by water or land. The Village also has a convenience store, with gas and an ATM, right in the heart of town.

Have you made arrangements for accommodations yet? If not, better hurry.

Housing in the Village is limited and should be booked well in advance of the Lightning Regatta. Please visit our SBYC website for hotel, motel and cottage rental information, www.sodusbayyc.org.

On the site you can also find links that offer options for camping. Please note that due to the large size of this regatta and the relatively small land (non-parking) area available at SBYC, there will be NO camping available on Club grounds. (contact Tom Knapp for additional camping info: 315-483-4864)

While the competitors are out on the race course, a shore-side family might consider these activities:

- Walk to the Sodus Bay Lighthouse Museum. This is a "must see" for first-time visitors. Hike the spiral stairs to the lantern room and view Lake Ontario, www.soduspointlighthouse.org
- Spend a day at Sodus Point Beach Park. Bring your beach blanket and beach toys, enjoy the day soaking in the sun and letting the kids run in and out of the water. There is a bathhouse for changing, a playground with swing set and Moe's Hot Dog Stand when you need a snack!

Channel Lighthouse



Lighthouse Museum





Sodus Bay Heights Golf Course

- Take the kids to the playground and skate park at Willow Park in the heart of downtown Sodus Point.
- Schedule a tour and visit the Cracker Box Palace Animal Rescue farm where children of all ages will enjoy a wide variety of animals, www.crackerboxpalace.org.
- Just east of Sodus Bay, you can visit Chimney Bluffs State Park for some hiking or a day of picnicking on the shore.
- Play a round of golf at the picturesque and public Sodus Bay Heights Golf Course.

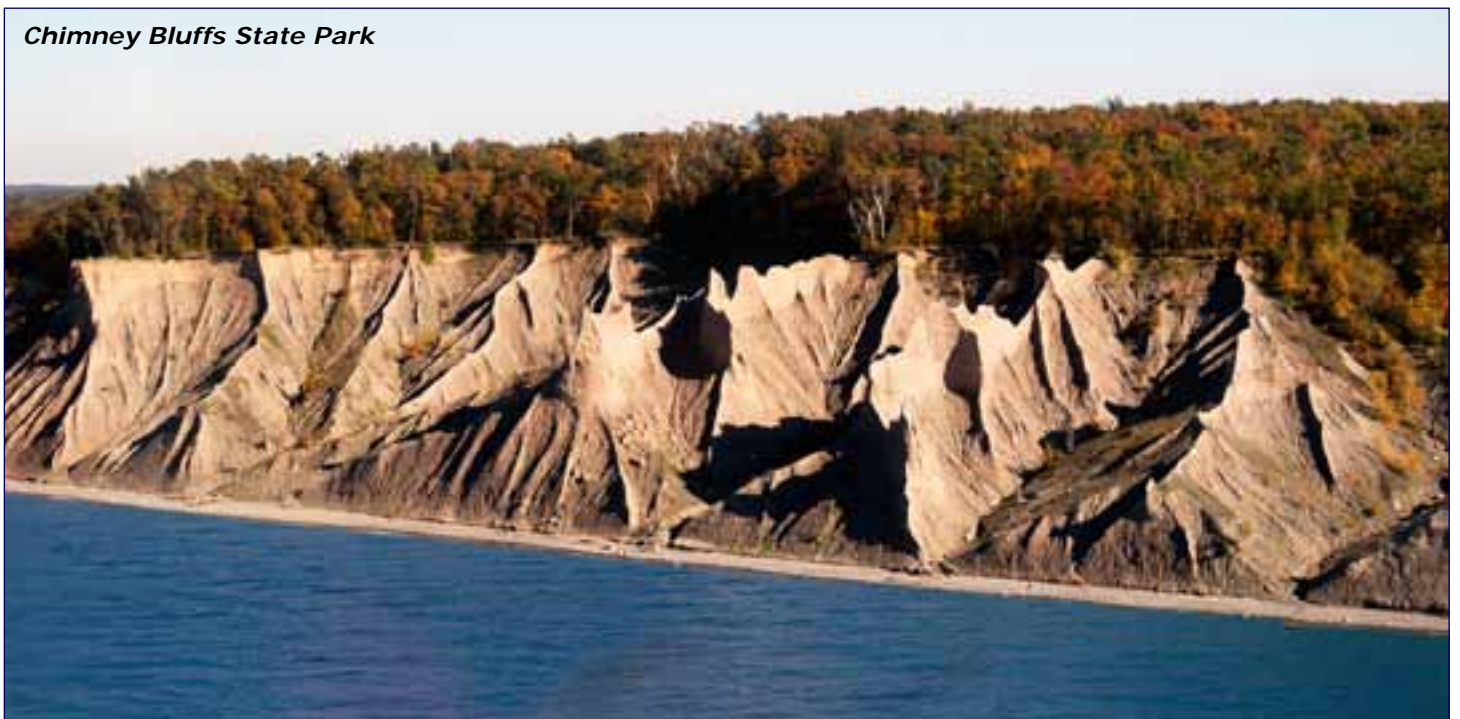
For those willing to venture into the Finger Lakes region to the south:

- Take a drive through Upstate New York's world famous wine country, www.fingerlakeswinecountry.com
- Visit Corning's Museum of Glass, www.cmog.org.

Or to the west in Rochester, only a forty-minute ride from Sodus Point:

- Plan a trip to The Strong Museum of Play and the National Toy Hall of Fame, www.strongmuseum.org
- Visit the Rochester Museum and Science Center and the Strasenburgh Planetarium, www.rmssc.org
- See The George Eastman House, a gift to the City of Rochester by the founder of Eastman Kodak Company, www.eastmanhouse.org

In the next issue of Flashes, look for Mike Healy's article on possible sailing conditions and last minute announcements pertinent to your arrival in Sodus Point.



Chimney Bluffs State Park



Lightning Family News

Welcome New Member—Roger Ressmeyer



Roger Ressmeyer of Mercer Island, Washington, has been sailing Lightnings for forty-five years, ever since he was a small boy. He says, "My recently deceased dad, Reverend Henry F. Ressmeyer of Greenport, New York, sailed Lightnings nearly every clear day of every summer from 1964 until 2004, sometimes surpassing one hundred sails in a season. I caught the bug from

him and look forward to passing the glorious Lightning experience on to my son and daughter, ages 10 and 5, this coming summer on Lake Washington."

Ressmeyer, a globe-trotting photojournalist who's worked on assignment for National Geographic, Life, Time and Rolling Stone, currently owns a photo agency called Science Faction Images, which represents the photography of the world's greatest science photographers (www.sciencefaction.com). His own portfolio can be found at www.ressmeyer.com. As a photographer, Ressmeyer covered the San Francisco Challenge for the America's Cup in 1986 for Time/Life, riding at the top of the mast of the 12-meter USA when the revolutionary sloop's linkage between its fore and aft rudders snapped, causing the virtually keel-less yacht to "spin out."

Welcome New Member—Francisco Zenck

from Salinas, Ecuador

I always liked the idea of going sailing, but it was not until a few years ago that I had the opportunity to taste it when I started joining my brother-in-law as a crew on his oceanic boat in several coastal journeys, mostly day-races.

Although I loved the feeling, it was kind of boring when there was little wind or when there was nothing for me to do other than jumping from one side to the other with each tack, you know...the weight factor. So it became clear to me that if I wanted to be the master of my domain and really enjoy the wind and the sea as I had always dreamed, I needed to get myself a small boat. Of all the alternatives that were available in our area, I decided that the Lightning class was the best option—

better than Sunfish, Laser or J-24s—handy but large enough to experience the joy of riding the waves with a friend or two and doing it fast, and with a spinnaker, ah, the spinnaker, the trickiest of all sails, at least for a novice like myself.

I've put quite a few miles or hours in the old Lightning I brought third-hand, both at a nearby lake, mostly during sunset when the wind picks up, and in the open sea by the resort of Salinas where I keep it until now. I have yet to enter a race, but I intend to do so this season. Sometimes it is hard to complete the three-person crew, but I am working on that now, and I may soon find myself rushing to make it to the starting line.

I just purchased another Lightning, also second hand, but in a much better overall condition than the first one. I look forward to enjoying this boat for years to come, either doing races or simply going out for the day or to a nearby beach town and then back to home port before dark.

If my medium term plans materialize, the day will come when I will have to leave the Lightning at the dock and embark on a 30 or 40 footer to make it to the Galapagos Islands, with me at the helm, in the next regatta to be held in 2011. I joined the last running of that race last year as a crew member for Jimmy Pazmiño, another avid sailor and Lightning owner. It was one of my greatest adventures ever—a three-day journey from the continent and then two more intra-islands races. What an experience to arrive in the Galapagos on a sail boat. It was also my first visit to the Islands, which made it all the more special for me.

In any case, I am not planning to give up my Lightning; on the contrary, I believe it will always be the perfect companion for someone who loves sailing and the sea all year round, so you will have me as a member for many years to come.

Gary Jobson Meets with Bill Neal



US Sailing's incoming President Gary Jobson was in Buffalo on Wednesday May 20, meeting with various local sailors to get their feedback on what US Sailing can do better to help clubs and classes become more vibrant.

The Lightning Class was represented by Bill Neal at a lunch meeting which was held at the Buffalo Yacht

Club. The Buffalo Yacht Club and Commodore Tim Hunt were most gracious hosts.

Gary is asking for input from a wide variety of the sailing community before he starts his term as President. He listened intently and took many notes, as questions were raised about a wide variety of subjects. He didn't pretend to have any answers or solutions just yet, but he is clearly genuine in his intent to make racing more simple and more fun.

Gary said that one of his primary goals was to help revitalize club sailing. That can only be a good thing for the Lightning Class, as the heart and soul of our class resides within the many clubs where we have fleets.

Lightning Sailor in Afghanistan

Jay R Johnson

OK, you are probably wondering why you are reading about the land locked country of Afghanistan in a news letter about sailing. Well, not really about sailing—



My name is Jay R. Johnson, and I grew up sailing Lightnings in the Mississippi Valley (which, by the way, I have sort of returned to). I have been in the Army for the last seventeen years and have unfortunately not done as much sailing as I would like to (not many Army posts are near good sailing waters).

I am the Intelligence Officer assigned to the 4th Brigade Combat Team from the 101st Air Assault Division. It traces its lineage to the 506th Parachute Infantry Regiment (PIR), which may not mean much to most of you, but if you saw the HBO series, *Band of Brothers*, you know them very well (David Schimmer's Character, CPT Sorbo, was the first Company Commander of Easy Company (E-Co) 2-506th PIR). We have been making a new name for ourselves in the south eastern parts of Afghanistan, now known as Area of Operations(AO) Currahee (you may recall the mountain they ran up every day in the first episode).

Despite what the press is saying, Afghanistan is making notable progress. It is difficult to recognize this because Afghanistan is so backward that many don't recognize what is progress and what is not (especially as compared with Iraq). If you compare it to movies or books, like *Charlie Wilson's War*, they had it correct. If we did not invest the money then for a few schools, it was going to be a very long and difficult road in the future, or Three Cups of Tea (which is about Pakistan and Afghanistan and their culture) which helps to clarify what it takes to get anything done in a place like Afghanistan.

When I was here in 2003, it was a wild and disconnected place with no paved roads (except in Kabul the capital), and took four hours to drive forty miles, the distance from Bagram Air Base, our main base, to Kabul. Now they have a paved national highway that rings the country and connects major centers of commerce. Every day they add a few more kilometers of road to the infrastructure, and every day a dispersed people become more connected.

Afghanistan is a tribal society, and only the top politicians are currently elected (governors and below are still appointed), and they really have very little contact with their constituents (many almost none at all). Some of you may have heard that Afghanistan is scheduled to have an election this summer, and that President Obama may be, while not backing, supporting a change to current President Karzi. In my opinion, that would be a good thing, especially if he can get them to form a coalition of groups to bring more of the people together behind the president.

The country is very mountainous, especially in the east. AO Currahee, while it seems like a flat plain, is at its lowest here in the Khowst Bowl at 4,200 feet. The mountains that separate it from the rest of our AO, which give it its temperate climate, climb to 13,000 at their peak. Our AO consists of the provinces of Paktya, Paktika, Khowst, Logar, and Wardak. Previously our team consisted of a Polish Task Force and the province of Ghazni, but now the Polish added a second battalion to their battle group and now fall directly under the Division (Combined Joint Task Force 101)). To give you an idea of how big of an area this is, it covers 42,884 km², 550 km of border with Pakistan, and it has about 2,693,714 people, which is 20,000 km² smaller than the state of West Virginia (with Ghazni it was about the same size) but with 800,000 more people.

It is not all people living in caves here, and they do have several large population centers in our area, such as Khowst City, Sharana at the northern edge of the Paktika province, Gardez in Paktya with its castles built by Alexander the Great who overlook the city, and the city of Ghazni. These centers of commerce are small by western standards, with the biggest being only about 500 people/km² or a few thousand people with very few buildings larger than two stories.

One of the major accomplishments we hope to complete before we leave is the connection of all of these centers of commerce and them with the Ring Road (aka Hwy 1). People in this part of the world are slow to trust but loyal to those they call friends. These cultural differences, along with their lack of education (in our Paktika province about 4% of males can read and write and less than 1% of females), make progress very slow. Trying to build a government where none previously existed, or worse a corrupt one, and getting the people to trust it to help them is something more along the lines of generations rather than months.

But progress can move quickly as well. When I was here in 2003, there was no such thing as cell phones, and wired land lines were few and far between. People used something more akin to a walkie-talkie if they had enough money to afford one or public call houses where rich warlords or drug smugglers allowed others to use their satellite phone or actual land line. Now almost everyone has a cell phone or several (we sometimes catch a bad guy with three or four because they think it will throw us off from tracking him).

But don't misunderstand, it is not all just building roads and educating the people to form a government they trust. There are also bad people here. These people have

been at war for the better part of three decades, and even before that, it was still a very feudal society. Technology has brought them improvements to the way they kill each other, as well as us, with things like Improvised Explosive Devices (IED) and all the guns and rockets and things left over from us and the Soviets.

In 2003 no one used IEDs because the country was full of land mines (it was the most mined country in the world at that time), but now, with the help of the UN, most of the land has been cleared, at least in our area. Now the insurgents take those same land mines and other explosives and combine them to make something a little different. The majority of soldiers killed in Iraq and Afghanistan are killed by IEDs, but we are reducing that with technology like better body armor, jammers that keep them from using remote controls (more common in Iraq than Afghanistan), and better vehicle designs, like the MRAP. No one from our units have been killed in one since their arrival. That is not to say the insurgents have not been using technology to try to overcome this, and quite a few vehicles have been destroyed, but no lives lost, just bumps and bruises and an occasional broken arm from someone not securing something inside the vehicle.

Technology has made it easier for us to go after the insurgents and find where they are hiding (they are the guys living in caves), but with technology it still takes a soldier to go after them and capture or kill them. That is why we are now surging more troops into Afghanistan. In February we will turn over two of our northern provinces (Wardak and Logar) to the first of those new units (3rd BCT, 10th MTN DIV), and it will allow us to finally be able to really go after the insurgents where they are hiding. It will also take a number of non combatant forces, such as state department representatives and agribusiness experts and government types, to reach out to these newly liberated people and show them that we do care, and we are here to stay (not going to leave in the next few days, which is what usually happened in the past and the insurgents just came back).

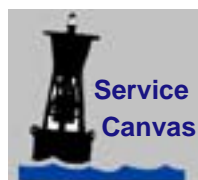
Everywhere we go, it takes a little bit of time to get the locals to trust us enough to tell us who the bad guys are (and believe me they know), but eventually they do, and it makes our job much easier. As Greg Mortenson mentioned in his book (Three Cups of Tea), many times it is a matter of nothing else to do for livelihood, and education or the means of supporting your family is all that is needed to turn these young men in to productive members of their tribe instead of insurgents (I say men only, because while we do occasionally see a female suicide bomber, or in one case a fighter, they are almost always foreigners—definitely not Afghans, the fighter was a Pakistani living in Afghanistan).

Some of the things we have set up for Afghans are schools and workshops to train new skills from construction and shop work, to agriculture and basic medicine, and midwifing (Mortenson also mentions that many women and children die in child birth from the religious and cultural barriers of their society). We have begun a number of hydrology projects to help capture the water that comes seasonally from the snow melt and heavy rains in the spring. Unfortunately, the only lakes big enough to support sailing in our area are in the north near Jalalabad, where our sister brigade operates, and to our south, where currently a Coalition Brigade (made up of US, Canadian, and British forces currently led by the British but slated to become a US command in the spring

and likely location for some of those additional forces to be stationed). The southern lake is the location of one of the largest hydro-electric projects in Afghanistan (when I first arrived and was working on the Division staff, one of the big projects was securing the second of three giant turbine generators to be transported slowly down the road to be placed). I am sure there are other large bodies of water throughout the country, but so far they have not fallen under my scrutiny, and unfortunately, no one has the time over here for leisure sports like sailing.

Some of my history: I grew up racing Lightnings in Decatur, Illinois, (Fleet #74) and was known to sail in much of Mississippi Valley with my father Don Johnson, from whom I bought my boat (14720), and my sister Jolene Northrop, who is currently using my boat in California. I raced 2/3rds of the Southern Circuit in 2001 while on leave from Germany with my sister Jolene but had to return early before the St. Petersburg races (we were the ones that capsized in Miami). In 2002 I moved to North Carolina and raced a little with the Carolina Sailing Association (Fleet #481) between deployments to Afghanistan and Iraq, and in 2006 I moved out west to the High Desert of California where they only have water underground, but thanks to my sister's living in San Diego I was able to enjoy what little time off I had and joined Fleet #194 in Mission Bay Yacht Club. We only sailed in a few races since my schedule and theirs never seemed to coincide. My wife seems to enjoy sailing, and I look forward to teaching her some more and hopefully racing a bit more now that we are stationed in Fort Campbell, Kentucky, just up the road from Nashville, Tennessee, and Fleet #262. Hope to see some of you on the water in the coming season!

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2009 Pymatuning Spring Classic—25th Anniversary

Tobi and Dan Moriarty

As we packed up and left the Spring Classic in 2008 we were told to come back because 2009 would be the 25th Anniversary of the regatta, and the event was going to be "Bigger and Better." I had to see it. How could they make the event bigger and better? It was always such a fun regatta—run in an "old school" sort of way. When one goes to a regatta at Pymatuning, they won't find the yacht club with hired help and a fully staffed kitchen. PYC has a ton of members who want to help out to show their guests a good time. With the hot-lunches to the home-made dinner, pot luck appetizers, music, free flowing kegs, and a place to stay in somebody's "home," life is easy for the guests, but the members of PYC put forth an amazing amount of work. How could they do more?!

As Friday night's entertainment, a band of local club members, played on, we ate hot-dogs, helped drain the kegs, and talked to friends as everybody arrived at the Club. It was amazing how many boats were coming to this regatta. Apparently we were not the only ones who heard the "Bigger and Better" news.

Stuart Fisher (son of Matt and Lisa Fisher) took some time off of his MC-scow campaign and sailed this Spring Classic Regatta with us this year. Although he'd grown up in the Fisher family, Stu had not done much Lightning racing to this point in his fourteen years of life. When we set the chute on the way to the starting line, the response we got from Stu was, "Wow, this thing is huge compared to the spinnaker on the Interlake."

With the building breeze and a full day of racing ahead of us, Dan and I laughed, knowing that Stu would have a full appreciation for the Lightning spinnaker before the weekend was over. Stu came with a great sense of boat-balance and finesse, so he plugged into our Lightning team nicely. All three of us are inland lake sailors. Pymatuning definitely fits the inland-lake profile, with plenty of shift and puffs to keep the beats exciting. We just had to keep our eyes out for the next puff and be ready to react to it when it hit.

Race one went off in lots of breeze. We rolled off the weather end of the starting line with decent speed, and

after a few clearing tacks, we were able catch the lefty we noticed before the racers at the top of the course. Ah, the port tack layline of a ten-minute beat in at 46-boat fleet; so far we were not boring our fourteen-year-old team-mate! Fortunately, we made it around the mark without any confrontation and were happy to see that we were in the top-ten pack. We tried to stay in the puffs going down wind, feeling the squeeze between Debbie Probst and Larry MacDonald. David Starck had a spectacular wipe-out right in front of us on the second run. We were sad to hear that he bent his spreader, but for us, it ranked up there in memorable moments to see. I would love to know exactly what went through Stu's head as he saw that death-roll while he held the spin sheet (and our fate) in his own hands.

We finished that race in seventh place. Stu's parents, Matt and Lisa Fisher with their teammate, Rick Kirby, won the race. Jamie Allen came in second, and Jody Starck was in third. Although we placed second in this regatta last year, there was more competition for the 25th Anniversary, so top five was a good goal for us. The seven would be a keeper, but we needed to try to step it up a bit next race.

Despite the carnage of boats tipped over, the Race Committee got the second race off before lunch. In the last minute before the start, we were making our way back to the boat-end of the line when a huge hole and sag in the line lured Dan to tack and "go for it." When the starting gun blew, we were going full speed in our own, gigantic lane. We played into the left side of the beat and got to the first mark first. We were followed around the weather mark by Stu's parents, who were in second, and Ryan Ruhlman's team of Nick Turney and Amanda Fisher (yes, Stu's sister) in third. Talk about a nice place for a family reunion!

We maintained our lead throughout the race, followed closely by many. Matt Fisher (Stu's Dad) finished the race in second. Todd Wake with his new boat, orange spinnaker, and teammates Kristine Wake and Matt Burrridge, finished in third place. I think Stu enjoyed beating his





parents this time. The win was definitely going to help with our top-five goal.

The fleet went in for lunch. The hot ham and cheese are alone worth the ten-hour drive to Pymatuning. The wind built and died and the rain came and went with the passing storms during the lunch-break. I was happy to socialize with my friends while the RC had the tough decision of when to resume the races.

The third race was sailed in wind which had clocked around to the right while we were at lunch. It was still plenty shifty and puffy, and we found our way to a right shift, which helped us get to the first weather mark in second. The fleet was very tight, and the group seemed to sail at a higher angle than we wanted to on the run.

I couldn't find Dan a lane with clear air, so instead we found a puff to gibe to and managed to clear away from the peloton just behind us. At the bottom of the next beat we marched out to the right with Larry McDonald and David Starck, but eventually left them and crossed to the left to catch the next breeze line coming from the harbor. With the good luck of playing the second beat well, we took the lead and obtained a nice cushion before the following boats.

The crash-boat at the weather mark cheered for us and suggested we crack a beer for the run. That sounded like a great idea to me, but my skipper had not packed us a cooler, so we just had some water and let Stu work his magic with the spinnaker. We held onto the lead and won another race! That was really fun.

We sailed around, waiting for the RC to rearrange the race course again. The passing storms were definitely playing havoc on them finding a wind direction. More wind and rain came with the next group of clouds, which lead the fleet to the harbor. Although the race had not officially been called, the fleet voted by hoisting the boats and rolling sails. It was apparently time to move onto the cocktail hour.

The free massages (yes, another part of the "Bigger and Better") were enjoyed by a large number of people while the PYC members arrived with pot-luck items. The full bar was set up, and the band prepared for the nights music. The home-made Chicken Parmesan dinner was amazing, and dinner morphed right into the party. The

number of juniors at the event was great. The juniors and the "junior-at-heart" did a good job keeping the party going. We watched, danced, and socialized until the band played their ninth "last song" and finally called it a night. Dan and I didn't make it to Ryan Ruhlman's after-party either night, but from what I understand, it sounded like more fun was had by many into the wee hours.

At the cocktail hour we learned that we were tied for first with Jamie Allen from Montreal and his team of Jay Deakin and Marc Littee. That was exciting news. Since we had that seventh, I wasn't sure we would have placed so high. Jamie told Dan that our two bullets made our scores look "sexier" than his. While we found humor in that statement, the "sexy scores" were beating Jamie in the tie breaker so we were winning (yeah!)

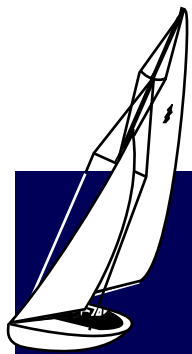
We woke up to mid-forty degree temps and big, building wind on Sunday morning. The fleet suited up into all of their cold-weather sailing apparel, but nobody was putting boats in the water yet. The RC and regatta organizers discussed the conditions and decided to call off the races. The low temps and big breeze was not a good combo for the fleet, so we packed up and hit the road early. Do they ever sail on Sunday at the Spring Classic? We will keep coming back to find out.

The awards ceremony was entertaining. Bertie Werley read the list of who did what to make the "Bigger and Better" 25th Anniversary Spring Classic Regatta such a success. I was amazed to hear just how many PYC members are willing to step up to work and/or sponsor the event. Bertie did an impressive job organizing them, all while smiling the entire weekend. That is one amazing chick! Addison Fisher (Greg and Joann's four-year-old daughter) pulled the winning name out for the free set of North Sails drawing. \$500 was raised for the Boat Grant Program. There were several Boat-Grant and former Boat-Grant sailors competing in the Spring Classic, reminding us of the many reasons why the program is so great. The raffle winner, Frederick Wrightm, did not attend the 2009 Spring Classic, but he was contacted about his luck, despite the "must be present to win" chants from the crowd. Although tempted, Dan declined Jamie Allen's offer to break the regatta tie with a "dance-off," so Dan, Stu, and I won the 25th Anniversary Spring Classic. Jamie Allen, Jay Deakin, and Marc Littee were second, Allen Terhune with his teammates Katie Terhune and Neal Fowler were third. We look forward to returning to PYC next year for more fun both on Lake Pymatuning and in the trailer-park (I mean Yacht Club).





Bow	Skipper	Crew	Boat	R1	R2	R3	Total	Ttl	Home Fleet
24	Dan Moriarty	Tobi Moriarty, Stu Fisher	15364	7	1	1	9	1	Carlyle Sailing Assn
31	Jamie Allen	Jay Deakin, Marc Littee	14905	2	4	3	9	2	Montreal
11	Allan Terhune Jr.	Katie Terhune, Neal Fowler	15353	4	9	4	17	3	Easport YC
44	Todd Wake	Kristine Wake, Matt Burrridge	15390	15	3	2	20	4	Wisconsin
45	Matt Fisher	Lisa Fisher, Rick Kirby	15045	1	2	19	22	5	Hoover
33	Debbie Probst	Greg Fisher, JoAnn Fisher	15251	5	14	6	25	6	BCC
26	Larry MacDonald	Christine Maloney, Adam MacDonald	15246	8	13	5	26	7	BCC
88	Tim Werley	Tom Allen, Ben Goldberg	15000	14	7	7	28	8	Pymatuning
30	George Sipel	Jeff Hagman, Suzie Wulff	14249	10	5	14	29	9	42
57	Ryan Ruhlman	Nick Turney, Amanda Fisher	14957	16	10	8	34	10	Pymatuning
32	Dan Thompson	John Moulthrop, Mike Healy	15406	6	18	10	34	11	
75	Rob Ruhlman	Abby Ruhlman, Emily Pulows	15257	20	6	12	38	12	Pymatuning
25	Jody Starck	Bill Faude, Kevin Robinson	15125	3	21	16	40	13	BCC
35	Jed Dogde	Bob King, Sarah Costich	15164	11	8	25	44	14	108
36	Justin Coplan	Kenny Fourspring, Mike Carney	14036	9	27	11	47	15	Nyack 75
51	Meagan Ruhlman	Jesse Shedden, Nicole Shedden	15075	24	11	15	50	16	Pymatuning
28	Dave Viereg	John Dunne, Caroline Sundman	15288	13	15	23	51	17	Pymatuning
50	Daniel Pope	John Steiner, Logan McReynolds	15250	12	19	22	53	18	Newport
14	Patrick Zachary	Kika Bronger, Greg Beshore	14972	19	12	24	55	19	Vermont 301
17	John Faus	Matty Schon, Cortney Lee	15345	17	17	28	62	20	335
22	Charles Wardwell	Colin Bedell, Stephanie Sweeney	14044	21	25	18	64	21	FBYC
15	John Werley	Bertie Werley, Gwen Mulvey	15015	23	30	13	66	22	Pymatuning
12	David Werley	Jonette Werley, Greg Maras	15112	27	23	17	67	23	Pymatuning
2	Steve Weeber	Donna Weeber, Stan Cummins	15217	25	20	26	71	24	Cowan Lake
34	Dave Starck	Matt Moscah, Brian Starck	15355	DNF	16	9	72	25	BCC
6	John Woodall	Steve White, Pete Milani	14573	18	34	27	79	26	Pymatuning
20	Tom Varley	Kay Varley, Jon Varley	14952	30	32	20	82	27	Mansfield 150
27	Trevor Prior	Gary Hoffer, Danielle Prior	14074	31	22	29	82	28	Susquehanna YC
9	Graham Leonard	Griffin Orr, Bev Veeles	15379	32	31	21	84	29	225
5	Michael Holly	Pat Littee, Jess Lombard	15082	29	24	35	88	30	Beaconsfield
1	Brad Wagnon	Bill Allen, Bryon Bahler	15259	22	26	41	89	31	154
21	Jack Jones	John Atkins, George Auer	15121	33	29	33	95	32	Henderson Harbor
39	Dan Hertz	Jan Friswold, Bob Friswold	14848	26	28	42	96	33	
4	Dean Caley	Kandi Caley, Kay Sees	14420	28	36	38	102	34	Pymatuning
23	Bob Shutt	Zach Austin, Sean Dillon	14067	36	33	34	103	35	Mansfield 150
29	Steve Cox	Peter Hale, Sandra Kennedy	14580	37	38	30	105	36	Silver Lake
18	Joy MacDonald	Maddie Maldron, Kathryn Maloney	14895	35	37	36	108	37	BCC
3	Lenny Ciccone	Tom Petroski, Marc Cline	14523	40	40	32	112	38	Pymatuning
8	Bob Baumgardner	Cody Signor, Nate Signor	12593	34	39	40	113	39	Pymatuning
00	Kate/Beth Werley	Beth/Kate Werley, Samantha Maras	15018	38	35	43	116	40	Pymatuning
41	Jim Stone	Marty Calabrese, Ed Auer	14390	39	41	39	119	41	Akron
37	Garry Condon	Dennis McLaughlin, Liam Condon	15022	DNF	DNS	31	125	42	Pymatuning
16	Eric Brandt	Becky Young, Stan Fuller	15191	DNF	DNS	37	131	43	Leatherlips
13	Victor Maras	Adam Maras, Cameron Maras	14546	DNS	DNS	DNS	141	44	Pymatuning
19	Justin Proctor	Laura Stumpf, Christian Proctor	14657	DNS	DNS	DNS	141	45	Pymatuning
10	Mark Grinder	Anne Montgomery, Greg Schawlk	15272	DNF	DNF	DNS	141	46	12



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



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Greg Fisher greg@od.northsails.com

Photo Bill Clausen

New England District

2009 Schedule

June 6-7	Spring Regatta MBBC Lake Champlain
June 27-28	Spofford Lake SYC Dave Fitch Memorial
July 10	WJM—Squam Lake
July 11-12	New England Districts Squam Lake
August 8	Newburyport One Day Regatta
August 4-7	WJM North Americans Sodus Bay, New York
August 7-14	North Americans Sodus Bay, New York
August 22-23	Squam Lake Regatta
September 12-13	Lake Massabesic Regatta
September 5-6	Open Sailing (Practice) at MBBC Lake Champlain
September 7-11	Int'l Master's Worlds MBBC Lake Champlain
September 11-18	Lightning World Championships MBBC Lake Champlain
September 19	Bow Lake Regatta
October 17-18	Leaf Peeper Regatta MBBC Lake Champlain

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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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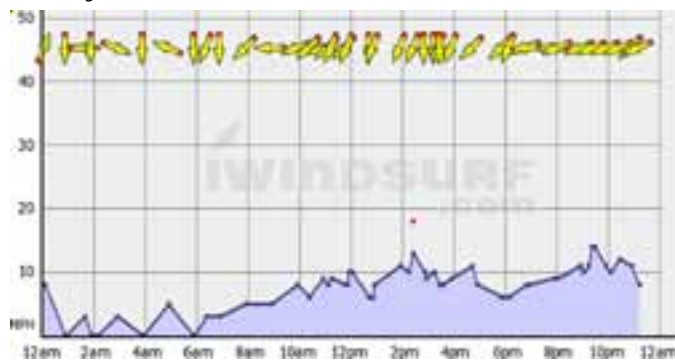
Saturday we got in two nice races in winds around 9 mph for the first race and around 7 MPH for the second. The wind died during the third race, and it was abandoned. There were occasional light rain showers, but the skies were mostly dry, and we did catch a glimpse of sunshine now and then. On Sunday we had good northeasterly winds and heavy rain.

Saturday winds:



Occasional light rain showers, temperatures near 70 degrees.

Sunday winds:



Periods of heavy rain and obscured visibility.

Pl	Sail #	Skipper	From	Tot	1	2	3	4	5
1	15246	Larry MacDonald, Julianne MacDonald, Christine Moloney	BCC	10	2	1	2	4	1
2	15024	Jason Werner, Jenn Millar, Gretchen Egben	EYC	20	4	6	3	2	5
3	15101	Sam Septembre, Liv Barton, Brett Davis	Solomons	21	6	3	1	9	2
4	15276	Phillip Lange, Alex Lange, Alister Thompson	Rochester, NY	24	1	5	5	10	3
5	15142	Nabeel Alsalam, Craig Huzway, Scott Bradford	PRSA	27	3	8	4	8	4
6	14566	Frank Gallagher, Brenna Copeland, Brian Kuzon, Maryann Gallagher	PRSA	29	8	2	9	1	9
7	14485	Ron Buchanan, Jeff Ullman, Karen Higgins	PRSA	38	5	9	14	3	7
8	15084	Joe Buczkowski, Tarey Melan, George Nagy	Hampton, VA	38	10	10	7	5	6
9	15093	Joan Hurban, Gary Hurban, John Hart	SSA	58	9	4	13	24\OCS	8
10	14969	Chandler Owen, Bruce Heida, Rose Gentile	PRSA	58	7	13	12	11	15
11	15195	Pat McGee, Paul Maher, Rob Bennett	PRSA	68	15	20	10	7	16
12	14627	John Pemberton, Will Phillippe, Laura Lake	PRSA	68	17	14	11	14	12
13	15156	David Chervenec, Jenna Chervenec, Dave Savage	Elmira, NY	71	19	18	15	6	13
14	14222	Russell Roberts, Kristen Lopez, Kate Smith-Morse	PRSA	71	16	11	17	16	11
15	15272	Mark Grinder, Kelly Papke, Jeff Kuhn	BCC	73	12	7	6	24\OCS	24\OCS
16	14074	Trevor Prior, Danielle Prior, Gary Hoffer	Susquehanna	78	24\OCS	12	8	24\OCS	10
17	14525	John Bates, Kevin Smith, Ken Brenner	Susquehanna	78	14	19	18	13	14
18	7603	Bob Astrove, Bill Astrove, Suzan Humphrey	PRSA	79	11	16	16	12	24\DNS
19	14395	Bob Wilbur, Henry Cheng, Larry Bradley, Tyler Barone	PRSA	93	18	22	19	17	17
20	15228	David Thompson, Joe Kimak, Catherine Calvin	PRSA	95	21	21	20	15	18
21	15311	Justin Morris, John Morris, Steph Morris	Hampton, VA	102	13	17	24\DNS	24\DNS	24\DNS
22	14100	Red Fehrle, David Fehrle, Richard Fehrle	PRSA	107	20	15	24\DNS	24\DNS	24\DNS
23	584	Doug Dixon, Caroline Dixon, Mary Ann Hendrickson	PRSA	120	24\DNS	24\DNS	24\DNS	24\DNS	24\DNS

2009 Hernando Desoto Regatta

May 16-17

Arkabutla Lake—Hernando, Mississippi

What a way to kick off the 2009 sailing season—to have an abundance of water, ample wind and boats ready sail. Lightning Fleet 274 was blessed to have all of those factors on the weekend on May 16 and 17. The local fleet managed to pull enough crews together to put five boats on the line, and with the addition of boats from Dallas, Texas, Nashville, Tennessee, New Orleans, Louisiana, and Pensacola, Florida, it made for some exciting racing.

Saturday morning began with nice 10 mph breeze from the south, but it quickly shifted to the west and increased to a nice 15-18 mph breeze that stayed the rest of the day. The first race got underway, and Robert Bernhardt of Pensacola took the honors at the finish line. He was followed closely by locals Crit Currie Jr. and Bill Baxter Sr. The second race was started with threat of a thunder storm, and after the first leg the race was abandoned for an abundance of lightning flashes. The fleet sailed and ate lunch while the thunder storm moved on around the lake but never dropped any rain.

The second race got under way and was dominated by Robert Mattix of Nashville. He was followed by Robert Bernhardt and Larry Frost of New Orleans. The last race of the day had Larry Frost and Robert Mattix fighting it out for first, with Larry taking the win and Bill Baxter Jr. and Robert Bernhardt fighting for 3rd and 4th, Baxter Jr. took the third.

Saturday night a barbecue dinner was put on at the lake by the members of Fleet 274. With a little libation, the "war stories" were abundant, and good time was had by all.

On Sunday morning, the sailors found a strong northerly breeze and a temperature drop of 20 degrees. The first race of the day had Larry Frost in the same position that he finished the day before. He was followed by Bill Baxter Jr. and Robert Mattix. The second race of the day had Larry Frost and Robert Mattix fighting it out; Larry got the win over Robert Mattix, and Robert Bernhardt put the move Bill Baxter Jr. at the finish line. The last race, again, was Frost and Mattix fighting it out for first. However, coming in off the left side of the course, Bill Baxter Jr. won the race and Mattix took the second. In the end, Larry Frost won the regatta by one point over Robert Mattix, and Robert Bernhardt took the third position over Bill Baxter Jr.

I would like to thank all the sailors that showed up and competed so well. There was a lot more action going on the lake than just the front three spots. John Womble of Dallas was always just a tack away from the top three. And the local new sailor on the rise is Carl Panetta—watch out for him in the future. I would like to thank our race committee and Delta Sailing Association for letting us host our regatta.

Come in and sail against us some time. We would love to try to show you some good ole southern hospitality.

William Baxter

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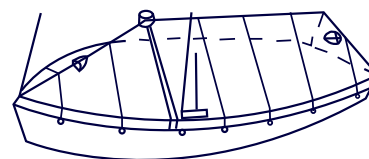
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Boat#	Skipper	Crew	R1	R2	R3	R4	R5	R6	Ttl
15211	Larry Frost	Chance Miller & Nick Underwood	(4)	3	1	1	1	3	9
14533	Robert Mattix	Jan Mattix & Bruce Richards	(8)	1	2	3	2	2	10
15201	Robert Bernhardt	Scott Kirchar & Dylan Wacker	1	2	4	4	3	(4)	14
14488	William Baxter Jr	Mike Arndt & Chuck Smith	5	(7)	3	2	4	1	15
14817	John Womble	Ginger Armstrong & Pete Doncaster	(7)	4	5	5	5	5	24
14-65	Carl Panneta	Ralph Leon, Jere Fones & Lynn Jones	6	6	(7)	6	6	6	30
14666	Crit Currie Jr	Tim Ryan & Rich Hall	2	5	6	(DNS)	DNS	DNS	33
14171	Tony Kelly	Jim Sislow	9	DNS	(DSN)	7	7	7	40
14357	W. N. Baxter Sr.	Bill Bullock & Price Bullock	3	8	(DNS)	DNS	DNS	DNS	41

THE INTERNATIONAL MASTERS AT MALLETT'S BAY, VERMONT

The Malletts Bay Boat Club and Fleet 301 will be hosting the International Masters Championship September 7–11, 2009, the week before the World Championships. No qualification is necessary (other than to meet the age requirement). Measurement will be on Monday and Tuesday, the 7th and 8th with a practice race the afternoon of the 8th. Six races are planned on Wednesday through Friday, the 9th through 11th.

Sailing on Malletts Bay in September can be the best sailing you will experience, with warm fresh water and cool breezes. The sailing venue will be in an area with up to 80' of water, no tides, no currents, no obstructions and no commercial traffic.

Vermont is not only a great place to sail, it is also a great place to visit, so be sure to bring your family. The city of Burlington has many great restaurants, an exciting night life, as well as many sites and activities for non-sailors. Some special events have been planned at the Boat Club for the Masters.

Malletts Bay has an excellent track record of attracting Lightning Masters. In the 1995 WJM regatta, twenty-seven Masters competed—the most number ever in any WJM event. Twenty-five Masters competed in the 2001 NAs. There's something about our sailing conditions, our venue, and our Vermont hospitality that makes it a premiere event.

There are plenty of hotel and motel rooms in the area, but don't wait until the last minute. September is a very busy tourist time in Vermont. If you're looking for something special, like a Bed and Breakfast, or a summer cottage to rent, contact our housing coordinator Suzy Coburn at worldshousing@mbbc-vt.org

If you're looking for a charter boat, contact Heather Ambrose at: worldscharters@mbbc-vt.org.

Register on-line now at our website www.lightningclass.org/2009Worlds

Join the other skippers who have already done so.

So, great racing, great food, great nightlife and activities...come see for yourself in September!

2009 Lightning World Championships: How To Get There

Getting to Burlington is really quite easy, either by car or plane. The Burlington International Airport (BTV) has direct flights from many U.S. cities and connections from almost any city. Driving to Malletts Bay Boat Club from the airport takes 20 minutes or less.

Cities/Airports that currently offer Non-stop Service to Burlington:

- Atlanta
- Baltimore
- Chicago
- Cleveland
- Detroit
- Fort Lauderdale
- Orlando
- New York City: JFK; LaGuardia and Newark Airports
- Philadelphia
- Washington D.C. : Dulles and National Airports

All of these Airports have customs/immigration capability. Current airlines serving the Burlington International Airport include: USAir, AirTran, United, Delta, Continental, Northwest and Jet Blue.

Yet another option is flying to a different airport. Some of these include: Montreal-Trudeau (YUL), approximately two-hour drive with a Canada to US border crossing; Albany, New York, approximately three-hour drive; Manchester, New Hampshire, approximately two-hour drive. (Southwest Airlines flies to Manchester)

Planning an itinerary through these various cities can provide a variety of choices for interesting stops along the way. Orlando provides the opportunity for visits to Disneyworld and EPCOT Center; Washington, D.C. has the U.S. Government Buildings, national monuments, the Smithsonian Museums and embassies from around the world; Boston and Philadelphia are historical cities in the founding of the country.

Driving to Burlington and Malletts Bay Boat Club is not complex. Approaching from almost any route, drivers will enter the Burlington area on Interstate Route 89. From Exit 16 it is just a 10–15 minute drive to MBBC. From Exit 16 head North on Route 7, approximately two miles, then take left (at light) onto Blakely Road. Follow Blakely Road to Malletts Bay. At light, bear left on Lakeshore Drive. MBBC clubhouse is .7 miles on right. (for your GPS: 266 Lakeshore Drive, Colchester, Vermont). Suggested longer range directions for various locales are included in the 2009 Worlds website, www.lightningclass.org/2009Worlds

Remember when planning your trip that we are offering free housing to overseas competitors on a first come/first serve basis, according to order of registration. Register online at www.lightningclass.org/2009Worlds.



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47th Burl Harmon Memorial Indiana Open Lightning Regatta

May 2-3, 2009

The weather was cloudy with a hint of rain. Regatta Chairman Pete McGinity welcomed twenty-two skippers and crew at noon before turning the rostrum over to Paul White, Race Chairman. The wind was light (3-4 mph) when the boats left the dock but after a slight delay. The Race Committee was able to get off three races back to back, with Ernie Dieball winning Race #1, James Taylor, a two-time winner here, winning 2nd and John McCree, a prior winner, taking the gun in Race #3.

The Fleet enjoyed a steak dinner on the Indianapolis Sailing Clubhouse deck, while swapping winter tales and hopes for the new 2009 northern season.

On Sunday morning bright and early, the Fleet regrouped and headed to the starting line, even though the wind was too light to start racing. The Race Committee Chairman reasoned that when, not if, the wind picked up, the Fleet would already be near the Committee boat, and races could be started more quickly. This is exactly what happened, and two more races were completed before the final race start deadline of 11:30 AM.

George Sipel from North Cape, Ohio, Fleet 42, who was two points behind Taylor on Saturday, put together a 4th and a 1st to eke out the win by one point. George had won here during his last visit in 1997 and promised to return next year to defend the Champion title.

Ken McGinity



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Pos	Boat#	Skipper	Crew	R1	R2	R3	R4	R5	Ttl
1	14249	George Sipel	Jef Hagman & Nare Alt	2	2	4	4	1	13
2	15172	James Taylor	Cecil Taylor & George Aver	3		2	6	2	14
3	14323	John McCree	Dave Corcoran & Bruce Richards	9	7	1	1	6	24
4	14880	Ernie Dieball	Jacqueline Dieball & Steve Ring	1	4	5	5	12	27
5	15213	Jeff Schmahl	Michael Schmahl & Bryan Bahler	5	3	12	2	9	31
6	14818	Craig Gabel	David Mueller & Nathan Gabel	8	12	10	8	5	43
7	13991	Joel Humphrey	Jason Hubbard & Rachel Taylor	6	14	9	13	7	49
8	15191	Eric Brandt	Steve Morrow & Becky Young	7	5	3	7	8	50
9	9350	Joe Lutz	Mandy Edwards & Mike	11	6	11	16	11	54
10	15259	Brad Wagon	Kevin Keller & Michael Richey	13	11	19	3	10	56
11	14937	Chris Princing	Jennifer Princing & Jon Banner	10	16	14	14	4	58
12	15332	Pat Considine	Kevin Considine & Ryan	4	RAF	8	9	17	61
13	14110	Dick Pugh	Susan Ross & Mike Stumpe	18	6	6	19	16	65
14	14613	Joanne Ehreberg	Rachael Nooney & Rick Graef	12	8	17	10	19	66
15	15146	Gary Sowden	Nina Polis & Bill Coberly	15	19	15	17	3	69
16	13278	Pete McGinity	Tyler McGinity & Dyland Stevens	19	20	7	12	13	71
17	13851	Stuart Webster	Allison Webster & Tony Lepest	14	17	18	11	15	75
18	14610	Ken Woods	Mike Bergff & frank Hull	22	9	13	18	18	80
19	14311	Norm Cubellis	Thane Morgan & Patti Gulley	7	13	16	DNC	DNC	82
20	14449	Ken McGinity	Dale Koreh & Bill Young	20	10	21	20	14	85
21	14020	Frank Wilder	Jerry Sentman & Jay Levy	16	18	20	15	20	89
22	14537	Steve Tinsley	Paul Clark & Linda Shoneberg	21	21	22	DNC	DNC	110

2009 Lake Lansing Sail Club Regatta

May 9, 2009

Who would have thought we would have six races in and enough chili and Mackinaw Pale Ale to send us home very happy when we arrived at the 44th Lake Lansing "Tune-Up" Regatta? We certainly did not when we showed up the morning of May 9.

My wife Jacqueline, our good friend Steve King and I rendezvoused in Ann Arbor on Friday night to go to dinner and see some sights before our long commute (all 1+ hours!) to Lake Lansing Saturday morning. The three of us have been sailing together for some time now, and we've had a lot of fun visiting different venues. This year, we decided to try to do more Michigan District regattas and really focus on some places that we have never sailed. While at dinner, we joked that we probably would not get any sailing in, as the forecast was for 20-30 with nasty puffs. We would go anyway, as we wanted to see Lake Lansing, and one just really never knows what could happen.

We pulled in and saw many friendly faces, greeting us and offering to help us set up. Several were working on their boats, getting them ready to launch. We were told that the RC would try to get in three quick races and see how the weather played out for the afternoon. There was a light rain and a mild 6-12 knot breeze out of the Northwest—hardly what the forecast called for. Let's rig up!!

As the morning turned out, the breeze stayed somewhat steady out of the northwest, then shifted to the north as we completed three quality races. The RC did a good job of moving the course to keep things very fair.

The sailing was actually nice, with many advantageous shifts. After the third race, we were sent in for lunch, which turned out to be an awesome move. We could change into dry clothes and eat some Chili! I actually called home during the break and found out that the weather was spot-on the forecast—blowin' the dogs off of the chains, out of the W-SW, 25 knots plus! We still had 8-12 out of the north, the rain had stopped and the sun was trying to peak through the clouds! Very bizarre, but we were happy to go back out to get more racing in.

The breeze eventually came up a bit for Races 5 and 6. Enough for us to hike! When the dust settled, we were fortunate to come out on top. Mark Allen and team (Pontiac) had a great run at the end of the event by



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winning the last two races. Local heroes, Mike Moody (Lansing) and team were third. Fourth was taken by Michigan District Commodore/veteran/road warrior/good guy John Heagy (North Cape) and his team. Taking fifth, with a very nice showing, was Mike Welch and team from Pontiac.

We have to thank Blaine Severin and his crew from Fleet 387 for running a great regatta and for getting six great races in on a day that did not look like there would be any. The next time you are thinking about going to a regatta, but are unsure of the weather, you should consider going and supporting anyway, because "You just never know..."

Ernie Dieball

Pos	Number	Skipper	Fleet	Crew	Crew	R1	R2	R3	R4	R5	R6	Ttl
1	14880	Ernie Dieball	Fleet 42			1	1	1	1	(2)	2	6
2	14567	Mack Allen	Fleet 54			2	(3)	2	2	1	1	8
3	14147	Mike Moody	Fleet 387	S. Fidler	D. Telschow	3	2	3	(5)	4	3	15
4	14543	John Heagy	Fleet 42			5	4	5	3	(7)	5	22
5	15391	Mike Welch	Fleet 54			(6)	5	4	4	5	6	24
6	14760	George Siegle	Fleet 387			(8)	6	6	6	3	4	25
7	1502	Jonathan Albrand	Fleet 387	T. Hutton	N. Delatolas	4	7	7	7	14 DNC	14 DNC	39
8	14449	Pete McGinty	Indiana			(9)	9	9	9	6	7	40
9	14476	Jim Fletcher	Fleet 387	B. Kleihege	T. Kleihege	(10)	10	10	8	8	8	44
10	14468	Blaine Severin	Fleet 387			7	8	8	14 DNC	14 DNC	14 DNC	51
11	14294	Larry Koster	Fleet 387			14 DNC	11	14 DNC	14 DNC	14 DNC	14 DNC	67
12	14963	Pat Dolan	Fleet 387	T. Kleiman	G. Chesbro	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	70
12	14746	Merrick Hurlbutt	Fleet 387			14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	14 DNC	70



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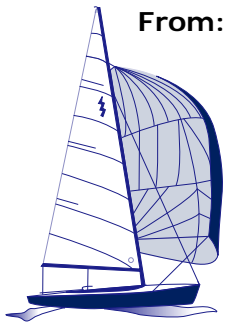
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15363 Nickels -May 2008 White/Gray-Perfect new condition. Tons of options/min. weight Rudder. MI. \$17,000 (w/o sails) / \$21,000 List Price. Sails can be included at additional cost. Contact Sean Fidler @ 248 464 0240/smfidler@gmail.com

15351 Nickels, new Nov. 2007. Sailed in 3 regattas & meticulously maintained. Tacktick digital compass. NewSwift Maffioli spin. sheets & Salsa Line main & jib sheets. Holt Allen snatch blocks on twing lines. Nickels trailer. One set of North Fisher M /J & R2 club racing sails. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers Contact Pierce Barden - Wilmington, NC 910-612-7224 piercebarden@hotmail.com

15309 Nickels, Sailed minimally one season and stored indoors. Full trailing covers. Mooring cover. Galvanized trailer with aft jack stand, spare tire with mount and mast supports. Adjustable jib leads. JCD tiller extension and universal. Tack tick Micro Compass with bracket. Quantum sails and spin. Cincinnati, OH. kirkpg@gmail.com. 513-271-2913

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

15024 Nickels - Fast boat, well maintained and upgraded. Bottom clean and fair. No damage history. Custom Guck Rudder. Tacktick compass. Full trailer covers and mast cover. 701 lbs. One full set of sails (North Fishers new 2007 NA's) included. Boat is fast and in excellent shape. Kept indoors when not racing! . \$13,500 contact Jason at 410-688-8431 or jwerner@claimsbridge.com

14947 Allen. Trailer with an extended tung. All covers: traveling and storage. Boat stored in the garage if not sailing. Raced so little these last few years I thought I would sell her to someone who would sail her. \$15000. contact Carter Utzig 704-904-7943 c-utzig@carolina.rr.com

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

14825 Nickels. White hull, grey deck. Fast boat in excellent condition. Galv trailer, two piece travel, mast and rudder covers, and mooring cover. New boom, hiking straps and running rigging upgrades in 08. Good racing sails with one practice jib by North. Minimum weight with 10lbs correction weight. \$9500.00 Call Terry Tyner @803-240-7300

14743 Nickels. Excellent condition, all white with blue stripe, fast and ready to race. North J-M & S -very light use. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer with wide bunks and long tongue, new tires, bearings, & bearing buddies, mounted spare- \$9,900. All the latest controls. I also have many other preowned Lightnings. Call to see what is in my barn. Contact Joe Dissette Mi. dissette-sail@chartermi.net 989-631-2133

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

14680 Allen. White hull, grey deck, speckled red stripe at non skid. Good condition. New trailing cover. Mast cover. Tacktick Compass, Galvanized Allen trailer with wide bunks. Rigged for racing, stainless board, 2 sets North sails (M-5, 5A+, R-2) one good one almost new. Mast 5 years old. Nashville, TN \$9,500 Bill Killebrew 615-604-1684 billkil-lebrew@bellsouth.net

14652 (1994 Nickels hull) is "race ready". 1 jib and 1 main well used, 1 jib and 1 main club raced, 2 chutes club raced, 1 main excellent condition and 1 spinnaker never used. Galvanized trailer, trailer cover (good condition), Dry mooring cover, Tack-Tick Micro Compass. \$8,500. Sailed

in fresh water and stored indoors. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

14395 Nickels, excellent condition. Two sets of sails: M-5 main and jib new this year, good Fisher second set; two spinnakers; TackTick compass; all race equipment; galvanized trailer with mast support and light bar; cover. RWilbur@starpower.net or call Bob at 202-338-6235 through end June or 207-389-1066 July-August.

14366 Nickels, very good condition, ready to race. Travel, mooring, mast and rudder covers. Tacktick Micro compass. Galvanized trailer with mast support, light bar, spare and two dock boxes mounted on the front. 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 for everything or \$6,800 without new set of sails or \$6,600 without new sails and compass.

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

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

14266 Allen. White hull, ready to race. SS Centerboard, galvanized trailer. Set of racing sails plus 2 extra sets. Trail, mast and mooring covers. Charleston, S. C. \$6,000. email: travel81@aol.com. telephone: 843 795 7145

13826 Nickels. White with blue waterline and rub rail. New Awlgrip topside paint. Stainless centerboard, side controls, Harken hardware, compass, teak accents. Steel trailer, cockpit cover MJ&S still good. Finished 6th in 2007 Michigan Districts. Great club racer, still competitive. \$3000 located in MI contact Peter Morley at (989)708-0702 or pmorleyjr@mac.com

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 alightning@aol.com

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

13179 Allen, painted steel trailer. Both in fair to poor condition. Stainless base, lots of useable hardware including mast step, jib tracks/cars, stern fitting, etc. Sold as-is, where-is. \$600.00 cash. The Allen aluminum rig, in great condition, (mast, boom, spin pole-fully rigged) is available for an additional \$500.00 Rig not sold separately, you've got to take the whole package. Thad Brel, Cleveland, Ohio 216-952-2534 thad@smartsnaps.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- 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 Lightning boat for sale with trailer. Two masts (1 original wooden mast and 1 aluminum mast) Boat in very good condition. Asking \$3800. Montreal, Canada Call Louis Semeteyes H 514-425-4773 or C 514-972-4244 monique.sem@sympatico.ca

11092 Free. E-mail rwsandersii@hotmail.com

11078 Allan. Full set of sails. Stainless Steel Centerboard. Compass. Boom Tent. Lifting Bridle. Custom Trailer. Mast Re-

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11072 Mid 1960's vintage. Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.). main sail, jib sail and two spinnaker sails. Trailer with jack stand. Located in Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME 04917

11000 Allen "Themis XI", White Hull, Powder Blue Deck, Ready to sail, Built 1970 +/-, with trailer, includes two main sails, two jibs, two spinnakers, spinnaker pole, rudder, tiller, stainless steel centerboard, mast, boom, at The Buffalo Canoe Club, Ontario, Canada, David Fedak 716-570-7918, davidfedak@mac.com \$2,950.00

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

10814 1968 Kaier Green topside, asking \$1400 or best offer. 3 mains in good/fair condition, 3 jibs in good/fair condition, 1 spinnaker in 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.

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

9544 Lippincott, Light green topsides, white deck. Not pretty. Good club racer. Updated running rigging. Updated standing rigging (Chainplates have been moved to the modern "Nickels" position, Bryant mast and Boom). 2 main, 3 jib, 3 spin. Painted steel centerboard, Fiberglass rudder. Trailer. Asking \$2000. Located in Havre de Grace, MD. Contact Pete Harsh 302-463-3309 or pete_harsh@yahoo.com

9250 Fiberglass Lippincott. White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

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

5314 There is some dry rot, around the center well and at the bow and the old wooden mast is completely delaminated and rotted. # 5314 is free for the taking. It sits on an old trailer that probably will have to have some work to move it. Rick Hamilton, Chincoteague, VA 23336 H - 757-336-3661 C - 757-894-0144 rickhamilton@verizon.net

I have lovingly restored **Lightning No. 754** by building a double plank cedar bottom, cedar plank sides and cedar cuddy top. This work was done using West System epoxy (only, no fiber glass) to make the restoration permanent. There is work to do since she does leak at the seams to the original center board truck.. \$1500. Phone (607) 722-2739 or email jshezr@binghamtonwireless.com

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