



**2006 North American Championship
San Diego, California
August 16–18, 2006**



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How the West was Won

One View of the 2006 NAs at Mission Bay Yacht Club

By Matt Burrige—#14834

Last October a former class champion asked me, "How are you going to defend your title at NAs in San Diego?" Up to that point in time I had considered our victory in Sheboygan as a bit of a welcome fluke. However, over time, the idea grew on me, and I prepared for San Diego in the same fashion as I had for Sheboygan—lots and lots of crewing, physical work outs and boat preparation. I also made sure this regatta would be fun for us. My dad had retired and was going to help me drive the boat the 1,900 miles to San Diego. My wife, Chris, and our two boys, Patrick and Tim, were going to fly out. After the regatta we planned to take several days in southern California on a family vacation. These NAs would be all about fun, and if the regatta worked out OK, that would be great too.

If you want to read a regatta write-up that is a "Box Score," you can read someone else's article. This one is mostly about why the Lightning Class is so great (although there is a bit on the racing too).

—continued on page 11

President's Column

Steven Davis



The sailing in San Diego at the North American Championship was spectacular! What a wonderful place to sail lightning boats. There were many out-of-town sailors that were ready to call home and sell the ranch in order to settle into the California lifestyle! Congratulations to North American Champions Matt Burrige, Nick Farina (President's Cup), Bill Mauk (Masters'), Ian Schillebeeckx (Junior's) and Kathy Lindgren (Women's). Thank you to Southwestern Yacht Club, Mission Bay Yacht Club, Edna Johnson, Pete Bellin, Jeff Coppens and the many, many volunteers of the race committees and shore teams.

Was it a long trip? Ask Dan Egan who drove from and back to New Hampshire, over 6,000 miles, to participate. He is a bona fide Road Warrior.

Is it a venue the Class should consider for future North American Championships? Absolutely. Boats were acquired by members of the local Fleet, and 25% of the participation was from West Coast boats.

Were there two gals for every guy? I will have to go to my lifelines for this answer.

There is still a lot of sailing left in this year and I hope that everyone is getting their Lightning boats on the water. As part of my opportunity to write this column, I will fill you in on my quest to sail in all the Districts in ILCAdom during my tenure as President. Did you know that there are 35 Districts? Well, I got the first one done at our home port of Cherry Creek Reservoir. Cross off US@Large. Stay tuned. Jan and I have big plans.

I would like to focus on getting more boats on the water and increasing the membership. This year the ILCA Active Members increased 20%! There are a total of 1,910 Skipper, Associate and Crew Members. With the Class Office transitioned to Colorado and working well and the Association in the black, the foundation for action is in place. Here is my proposed Action Plan. Let me know what you think.

Individual Members

There are hard core racing types and families that will always be ILCA members. However, there are many boat owners for which we have not provided enough value that they want to join ILCA. From the wooden boat owner to the Fleet racer, ILCA must find ways to attract these people. Similarly, new Members must be pursued. Whether a collegiate racer, a sailor from another Class or an individual that is restoring or building a boat, these individuals have different needs from the Class and we need to provide it. Better newsletter and yearbook publications, website content that is current and informative, bumper stickers and a responsive Class Office will continue to be the focus but different ideas will be implemented to attract these different individuals.

Fleet and District Level

Lots of ideas are being tossed around. More lightning labs, coaches clinics, wooden boat builder clinics and ILCA-owned boat loaner program. We know it takes a "sparkplug" at the Fleet/District level to get things moving. There are five potential Fleets in the US that are new or re-activating and need help. Can we market the lightning boat to the Gulf Coast Yacht Clubs as they rebuild their fleets? Helping these sailors and continuing to make the existing Fleets strong is the objective.

Area Level

The Area Championships are the key sailboat racing events. In some Areas, these events are the Worlds qualifiers though not always. Many countries hold their own Worlds Qualifiers. Our VPs are organized by country, and we may want to consider a VP of each Area. More North Americans need to go to other Area Championships. There were three South American teams (Mario, Telma, Marc Buckup-Brazil; Juan Reid, Pablo Lorca-Chile; Pablo, Luis Herman and Claus Engel-Chile and Victor Lobos-Chile crew) at the North American Championship in San Diego. Well, there will be at least one North American team at the South American Championship in Salinas, Ecuador...Brian Hayes, Steve and Jan Davis.

Boat availability has become an issue in South America and Europe. How do we get more boats into these areas at a reasonable cost?

All of us know that the future is in the hands of the juniors. A "Juniors Only" page on the website, separate meetings for Juniors at the Area Championships to express their ideas, organize the Junior Championships to accommodate school schedules, maybe a Junior/Senior Championship event.

Class Level

The International status of the Lightning Class must be maintained and improved. Our relationship with ISAF needs ongoing effort. David Sprague has been a tremendous asset in keeping our relationship with ISAF. The Pan Am Games represent a great opportunity for the Class to prosper in North and South America. The Class reinstatement into the Games must be made permanent. The World Championship events need to be supported and participation from all Areas needs to be encouraged. The 2007 European Championship and 2007 Worlds Championship in Greece represent an opportunity for the Class to enhance its presence in Europe. Additionally, a new video is in the works which will be produced by Ric Bernstein.

The implementation of marketing ideas at all these Levels of our Class will produce results. As we learn what is effective, more resources can be allocated to those areas. Nothing ventured, nothing gained. Get into those hiking straps and let's go for a ride!

An Open Letter to the Lightning Class Executive Committee

I would like to take a moment of your time to bring to your attention a growing concern among the youth of the Lightning Class. Recently, there has been a lot of talk about changing dates around for major events to accommodate the locations where the Class wishes to hold these events. For example, it is my understanding that the North Americans in 2007 will be held in Annapolis, but they will not take place until the end of August. Furthermore, at the ACCs this summer in Little Egg Harbor, there was much talk about hosting the North Americans in 2008, but it was said that they wouldn't be able to hold them until September because of breeze issues. Lastly, I have been told the 2009 World Championships will take place in Mallets Bay, but they too do not want to have them until mid-September. While I understand many of these issues arise due to lack of good, consistent breeze during the end of summer, I must ask you to consider a much larger issue, in that moving these events might begin to alienate our Class' youth.

The Lightning Class has thrived on many things over the years to make a great atmosphere for sailing, one of which being the tremendous amount of youth participation and the family friendly environment it provides. At any event, no matter how big or important, one can look around and see an abundance of Juniors and college-aged kids crewing and even skippering their own boats. Many young kids crew for their parents, relatives, or older people at their yacht club at major events to learn as much as possible in hopes of one day being able to obtain a Lightning and start a program of their own. In my experience, both my brother and I grew up sailing Lightnings with our parents until we decided we were ready to skipper our own boat. The beauty of it is, when that time came, we looked to our friends at college and at home for crew, most of who had never even been in a Lightning. However, once they experienced the joy of sailing a Lightning and being at a Lightning regatta, they became hooked and have continued to look for further crewing jobs within the class and have even spoke of buying Lightnings of their own one day. This is just one example of only two younger members helping the class to grow. Think about how many active Juniors and college-aged kids we have in our class right now. We look around at our parents and other adults we know and take comfort in the fact that they all have been friends since they have been our age and have grown up together. That is something incredibly exciting and incredibly special to the Lightning Class; one of its best attributes. This class has been known for the loyalty and commitment its members give right from the very beginning. However, I'm a bit uneasy for the near future and what it could potentially do to the youth of our class if these major events are moved back.

The North Americans have always been a perfect end to the summer. Having these events in the beginning to mid-August makes it possible for Juniors to sail in the Juniors and the regular North Americans without having to worry about trying to explain to teachers how important of an event it is in hopes of getting time off of school to attend. Most of our college aged kids sail competitively on club or varsity teams, and so far thankfully have not had to worry about a conflict between the two. However, if these events are held in the end of August and September, the Lightning class is in essence saying that they either don't care that their youth will not be able to participate, or that they didn't even think to consider that aspect, which is almost even worse. It is unreasonable to think that those still in school, or working in schools, would not be able to participate through no fault of their own, especially when many already take off time to sail the Southern Circuit. Moreover, those who work in the education profession do not have a choice of when to take their vacations, and so would not be able to participate either.

At this point, I would like to mention that I do understand the preliminary thoughts behind these moves. Annapolis, Little Egg, and Mallets Bay are all wonderful venues for these events, and I'm sure finding yacht clubs that want to host such an ordeal, let alone in such ideal places, can be very difficult, but we've done just fine in the past. I understand that these venues want to put on the best regatta possible, and therefore want to hold the event at a time that has the greatest chance of good, competitive conditions, but I think in these cases the cost is a bit steep. Annapolis held the North Americans in 2001 during the middle of August and we had great breeze. Perhaps we lucked out. Maybe we will again, or maybe we won't, but one can never predict the weather anyway. Why alienate the future of our class in hopes of the chance of better breeze? If we have bad breeze one year, but the Race Committee and those in charge of running the event do the best they can to make it a successful and fun week, our members are still going to come back. We are sailors, we know that sometimes the weather doesn't cooperate and there's absolutely nothing you can do about it. However, move these events to a time in which none of the youth and even some of the adults cannot participate, due to jobs or lack of crew, and you are creating a far greater error. It would be a tremendous mistake to give the impression that this class doesn't care or think about the youth participation because our youth is one of our greatest strengths. In some cases, maybe we just have to take our chances with the breeze, and in other cases maybe we need to look around for different venues. If Little Egg truly cannot hold a North Americans in August, maybe it shouldn't hold a North Americans. If Mallets Bay wants to hold to Worlds in September instead mid-summer like normal, maybe we should send the Worlds to the Buffalo Canoe Club, they too were pretty adamant about wanting to host the event and are able to host it at a non-exclusive time.

I understand that with each decision one must make someone will be unhappy because unfortunately, there are never perfect answers that please everyone. However, when considering how to compromise in a situation I believe it is extremely important to weigh each side to see which disappointment will be the most detrimental. Though it is simply my opinion, and though I may be a bit biased, I honestly believe shutting our youth out of the major events our class has to offer is one of the biggest mistakes we as a class could make. I urge you to think back to your most recent regattas and look around at the next few you compete in. Take notice of how active the next generation is in this class and ask yourself if that is really worth alienating for what some may feel is a 'better' venue or 'better' breeze.

Thank you for you time and consideration in this matter.

Sincerely,

Maegan Ruhlman

Letter to the Editor

As time and technology move forward, a class must adapt to the new market conditions or it risks dying. I've been around the Lightning Class one way or another for 35 years. I started sailing on wooden boats with wooden rigs. I watched firsthand as the Class changed rigs from wood, then to square aluminum, and finally to oval aluminum. While there is probably merit to discussing certain equipment changes given more advanced technology—like a glass or composite centerboard—the most critical element the Class faces today is adapting to the compression of free time in a society where the pace of life always seems to increase. For the Class to grow, it is critical that we examine several ways that we could encourage more people to race more often. As a Class that likes to call itself a family, the question we must ask is that for long term growth, how do we adapt to the pressure on family time that is too often precluding boats from racing. Families come in very odd shapes and sizes, with everyone going in different directions constantly. A strict requirement of three sailors per boat can then preclude many couples or larger families from attending major regattas. A system that allows for variety in crew size can only help increase participation at major events.

I was encouraged to hear of the debate at the most recent AGM about considering a reduction of crew size from three to two. While there are many issues in play here, what I was most encouraged about was the fact that people were simply interested in talking about the number of crew on a boat.

But the discussion should be broader than just this simple number. And we must not let it devolve instantly into a mutually exclusive conversation about the total number of crew at a sanctioned event. Perhaps we need to think in these terms—three is the legal number for any major event. If you sail with two, you must have at least 400 pounds of crew weight, or the total of the two people plus additional lead (or sandbags) must equal 400 pounds.

But why not expand the number of allowable crew in major events to four—or even five? The Buffalo Canoe Club has for several years been allowing that sort of thing to happen for their Tuesday night races. It is really cool to see the three little Robinson kids heads peek over the rail while Kevie steers. But why not let someone sail in a North American's with this sort of crew? How would the class be harmed by having more kids sailing like this? It would not be harmed one bit. It would, in fact, help in many ways—starting with the significant positive publicity that change would generate.

In late August, the BCC ran the Sean F. Gregory Pro-Am where kids are placed with adults . There were 32 kids in this event, in crews of varied numbers per boat. In the long run, a new Junior NA Champ will emerge from the contestants in this regatta. But in the short run, there is a bit of a disconnect. What benefit is there to generating this enthusiasm but then not allowing it to naturally re-occur at major events?

Concurrently it is also time we re-thought of the way we conduct a "major event." Maybe we need to change the NA blue flight to a "Grand Prix" class where we still measure everything and allow only three sailors per boat. Maybe we then need to have a "Family Friendly" division, which could replace the waning Governor's Cup. I'd see the "family friendly" division having no measurement, other than hull weight and angle of the dangle because they can be done on the hoist, and allow any number of crew. And why not have a "Grand Prix" and "Family Friendly" division at the Worlds too?

Another change which is fundamental to increasing participation at all levels in the class, and primarily to the creation of major "family friendly" events, would be the elimination of the rule that dictates only the skipper may touch the helm. What benefit is there to only allowing one person to have the helm in a race or regatta? "Family friendly" racing could only really prosper if the helm were passed around to several, if not all, sailors on each boat in a regatta. Is adhering to a long-time tradition, a vestige of an elitist society in which the skipper was dominate over the crew, more beneficial to the class than is eliminating a rule that hinders the development of well-ounded sailors at an early age?

The Class did not die when it changed materials in the rig—it grew. So too will the class grow again if we adjust to the reality of the time pressures that families face by creating a matrix of crew numbers that work for the wide variety of people who race Lightnings.

Peter Huston

Official Notice

The 2007 World Championships will be hosted by the Yacht Club of Greece in Athens, Greece.

International Masters July 19–21

World Championships July 21–27

International Lightning Class Association

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- 1st North Americans
- 1st Worlds 05 (partial)
- 1st Youth Worlds
- 1st Atlantic Coast Champs
- 1st Canadian Open
- 1st Dixie Districts
- 1st Texas Districts
- 1st Spring Classic Regatta
- 1st Southern Circuit - St. Pete
- 1st Southern Circuit - Savannah

Matt, Tobi and Dan on their way to another North American title.

Why Wait?

Fall is here and this is the best time of the year to buy the fastest sails for your Lightning! Order your sails today and **SAVE MONEY!** Contact our experts for more details about the promotion. Hurry, it's a limited time offer!



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Photo Bill Clausen

GOVERNING BOARD MEETING
AUGUST 13, 2006
Mission Bay Yacht Club, San Diego, California

CALL TO ORDER.

IN ATTENDANCE:

President Carter Utzig, Chief Measurer Bill Clausen, Secretary Brian Hayes, Treasurer Steven Davis, 5th Executive Member Robert Ruhlman;

Vice Presidents and District Commodores: James Carson, Allan Terhune, James Allen, John Atkins, John De Benedetti, Amy Linton, Bill Mauk, Bill Fastiggi, R Neil Hayes, William Neal.

Executive Secretary Jan Davis

READING OF THE MINUTES FROM LAST MEETING.

Motion by Clausen and seconded and unanimously approved to dispense with reading of the minutes.

REPORTS OF OFFICERS.

President's Report—Carter Utzig

Carter expressed his appreciation for the experience of being ILCA President. Thanks to Jan and Steve Davis and Sheryl Egy for helping with the Class Office. Thanks to Severn Sailing Association and East Port Yacht Club for taking on the next NAs. Thanks to Dean Cady for his help with the Rules. Thanks to Craig Thayer and Bob Astrove for contributing to the Flashes and representing the Wooden Boat community.

The new ILCA Fund Board members are David Stark, Bill Fastiggi, John Bennett, Matt Burridge.

Going forward with the Class Office, we need to work on streamlining the operations so that they can be in line with the resources available to sustain the services.

The voting process for the 2009 Worlds taught us that we need to clean up the Governing Board Membership and look at international membership and leadership.

There are countries with no members and Fleets with no members.

Thank you for allowing him the opportunity to serve the class.

Bill Mauk (floor response): Should we form a Committee to explore Governance ideas?

Carter response: Let's include non-US participation as well as the quorum requirement. When creating Officer Slates in the future we need to focus on Active Members in order to achieve more participation. The "special projects" VPs will help with some of these issues in 2007.

Treasurer's Report—Steve Davis

The numbers are much better than they have been in years. We hope to end up the 2006 with a \$15–20,000 surplus. The Funds are at \$210,000. The Class is financially stable. Bill Neal offered a Motion to accept the report of the Treasurer. It was seconded and passed.

Chief Measurer's Report—Bill Clausen

Thanks to Jim and Jan for streamlining the Measurement Process. We hope to continue what we have been doing and keeping the Class a one-design Class.

Secretary's Report—Brian Hayes

57 Governing Board Members are here or have submitted Proxies. This represents 67% participation from the Governing Board which is insufficient for a quorum.

There are 106 Paid Active Fleets. Voting can now be done as stipulated in the Constitution and By Laws, the members from each represented Fleet can be tabulated from the database. 48% of the ILCA Active membership was represented at this meeting. Current Active Fleets—164.

Paid Fleets:	106
Active Members:	903
Associate Members:	110
Crew Members:	790
Printed Flashes Subscriptions:	365

The income from subscriptions and advertising more than covers the cost of the Flashes.

VP Worlds—Bill Mauk

Greece Worlds will be July 21–27. We will be going with the same process as was used in Chile. The deposits will be charged for those qualifiers that plan to attend the Worlds. Bill will be going to Greece August 21 in order to meet with the organizers. He will report information that he gathers regarding housing, transportation, etc.

Mallets Bay will be the 2009 Worlds Site. We had 3 fantastic bids. We need to focus on gathering as much foreign participation as possible.

VP NAs—Reported by Brian Hayes

The 2006 NAs has 71 entrants. 18 entrants are from the West Coast.

2007 NAs will be in Annapolis at East Port Yacht Club and Severn Sailing Association. Todd will be the VP of NAs and is results driven; we are fortunate to have him willing to serve the class in this position.

VP Youth Worlds—John Atkins

Thanks to Jan for helping with the Youth Worlds. The European Championships were the week before the event. Steve donated two trophies. One was used for the Classic Wooden Boats. The other was used for the 3rd place in the Europeans. Thank you to Bill Neal for creating the bases and shipping the trophies.

Ten teams participated. It was very costly for the South American teams. It was a frustrating event for John. It was run from the both the Yacht Club and the Finnish District. Housing was an issue. Coaching on the water is a problem in Europe. The Greeks were coached before and after the races on the water. The racing went well. There were equal, well-rigged boats. The District worked very hard on the tuning and repairs. 12 breakdowns, 3 redresses were granted. They had 15–30 mph winds for the entire regatta. It was a closely contested regatta.

The Executive Committee will select the site for the 2008 Youth Worlds.

What can the Class do to assist the Europeans? We need boats was the answer.

VP Southern Circuit—Amy Smith Linton

Survey—Thanks to Brian for his help. St Pete will be a focus as it is the 60th Anniversary. Bow numbers have been requested. The Class will pay if we must.

VP Internet—Jim Allen

Bill, Jan, thanks for getting the website updated. We will be moving to a more member-interactive internet.

REVOCATIONS OF CHARTERS OR FLEETS

None.

RATIFICATION OF EXECUTIVE COMMITTEE RULINGS

Bill Neal motioned to ratify the Executive Committee rulings. It was seconded and unanimously approved.

UNFINISHED BUSINESS

The items scheduled for vote were withdrawn due to the lack of a Governing Board quorum. 15 Proxy votes are held in addition to those members of the Governing Board present at the meeting. Questions from the floor: Can the No Response Governing Board votes be tabulated as Affirmative votes? Certified Mail should be looked into. It is a shame to lose 6 months before another Governing Board vote.

UPDATE ON CLASS OFFICE RELOCATION—Jan Davis

The Flashes is going out on time. Yearbook is at the printer. E-Flashes are now working.

A volunteer is needed for the thematic section of the next yearbook and to assist with yearbook advertising.

A volunteer is needed to submit write-ups to Scuttlebutt, Sailing World and US Sailing, etc.

NEW BUSINESS

Steve Constants reported that the 2007 NAs organizing committee has made great strides. All the Clubs have placed us onto their very busy calendars. WJM will be Aug 16–19. Fleet 50 will be in charge of this event. Leesylvania State Park will be the site. This is the same site as the Doc Gilbert/Potomac Cup event every year.

NAs will be at Severn Sailing Assoc and East Port Yacht Club.

August 18–19 measurement and August 20–24 racing with a hard Finish date on Friday.

They are working on the sponsorship and PRO and feel confident that they are on schedule with their planning. John Atkins noted that this Junior NAs will be the qualifying event for the Youth Worlds which will be held in North America.

A request to the Executive Committee to consider a change in the number of crew from three to two for sanctioned events was received. Bill Neal suggests 2–4. He had two little girls. Many spoke feeling we should not change. Colin stated this is also a safety issue. Jim Allen suggested a minimum crew weight should be explored. We try to keep things as simple as possible. This discussion will be continued. It was noted that some people will not sail if they have to be weighed.

Termination of Governing Board positions. September 1 is when Governing Board Members take office. The dues, however, are payable on January 1. We need to establish the Governing Board by March 1 for the Southern Circuit meetings. This is just following the Constitution. No objections. Jim Allen expressed concern over the International status of the Class. ISAF is concerned with the number of participating countries in a World Championship. We need to work on the International situation.

Leave the post vacant if membership is not current. Bill Mauk suggested that if there is no Governing Board Member response, then Proxy should perhaps automatically go to the Class President.

Skaneateles has scheduled the 70th Anniversary Regatta for July 4–6, 2008. All Members were encouraged to attend this event.

Bill Fastiggi and Allan Terhune presented concept of the ILCA Boat Loaner Program. Its purpose is to introduce Lightnings to Youth sailors. It will be good marketing for the Class. The Class would buy 2–3 good quality used Lightnings and advertise their availability through high school and college sailing programs and publications such as Sailing World. The costs are promotion and any depreciation of the boats. This Program would be administered by a special Projects VP. Perhaps there would be required participation at Southern Circuit and North Americans. A Press Release would be issued. The risks of the Program are \$, theft or total lose of boats. If we get no response, no applications, we at least get great PR. Bill will submit his proposal to the Class Office. The monies would come from the ILCA Fund. Brian Hayes inquired about the insurance issues. Perhaps we could lease a boat that is not being used. Bill Mauk suggested that Bill Fastiggi put the Program proposal out to the Governing Board for comment.

Bill Fastiggi presented a 2nd Proposal Lightning Class Marketing Program. We should research financing alternatives for individuals to acquire used boats. The financing would be through an established Bank.

Gulf Coast

Many Clubs buy Fleet boats. The Executive Committee has been trying to establish contacts in the South to determine how to establish new Fleets in this region. Should the ILCA fund subsidize a bulk purchase 5–10 boats? We get memberships, royalties, etc. The Class gets some pay back. Perhaps we should open this concept up to any place. Europe? We should put forward a proposal. What financial incentive would the GB suggest? We should be using the ILCA Funds to benefit the Class. Think about criteria. Limit availability in a given year.

Minutes of Annual Meeting

August 15, 2006—Mission Bay Yacht Club

President Carter Utzig called the meeting to order at 5pm and passed out meeting Agenda/Information Booklets.

In attendance: President Carter Utzig, Chief Measurer Bill Clausen, Treasurer Steve Davis, 5th Exec Committee Member Robert Ruhlman.

Fleets Represented or Proxies Held for: 6,12,16,25,27,34,35,36,42,50,54,70,77,85,99,108,109,110,112,126,145,146,147,150,151,154,164,173,179,187,189,192,194,215,216,226,228,257,262,266,273,283,301,303,325,329,332,335,338,358,415,430,462,463,484,488,493,502,507,510,511.

A quorum was achieved.

Motion made and seconded to dismiss with reading of the minutes of the previous meeting.

Reports of Officers:

President Utzig thanked the Class for giving him the opportunity to serve the organization. He thanked Jan, Steve, and Sherryl for their work in the Class Office; thanks to Steve Constants for stepping forward and taking on the organization of the 2007 North American Championships; thanks to Dean Cady for his help with the Class Rules; thanks to Craig Thayer and Bob Astrove for all they do to support the Classic Flashes section in the newsletter and the lightning wooden boat community. Issues that lie ahead include how we sustain the Class Office services and the possibility that we may need to pay for outside support help. He reminded the members that Governing Board Members must be Active Members in order to serve and vote. During the Site Selection process for the 2009 World Championships only 2 non-US votes were cast. We need to address how we can support and involve our non-North American members. Sister clubs is a suggestion that has been made. We also have administrative business to take care of at the next meetings in St Petersburg regarding inactive Fleets.

Treasurer Davis reported that the financial numbers of the ILCA are better than we have seen in the past. The class is now on solid footing. Detailed financial information is included in the packet. Treasurer Davis asked if there were questions from the floor. None were raised.

Chief Measurer Bill Clausen thanked Edna Johnson, Jeff Coppens, Pete Bellin, Scott Finkboner, Hugh Armbruster and all those that helped with measurement for the Women's, Juniors', and Masters' as well as the North American Championships.

Secretary Brian Hayes reported we currently have 106 Paid Active Fleets, 903 Skipper Members, 110 Associate Members, and 790 Crew.

Vice Presidents' and Committee Reports:

Bill Mauk, Vice President World Championships reported that the dates for the 2007 Athens Greece World Championships will be August 21–27. This date will be a conflict for the US representative to the Pan American Games. Bill and Jo Mauk will be going to Greece after this regatta to discuss the planning with the Greek organizing committee. All who qualify to attend the Worlds will be contacted for a deposit if they intend to attend. We hope to fill as many slots as possible.

The 2009 Worlds Site Selection was handled differently than in the past, the Governing Board members were asked to express their opinion as to which of the three proposals they preferred. Mallets Bay was selected to be the host, congratulations to Bill Fastiggi and his committee.

Steve Constants, Vice President North American Championships, spoke on behalf of Fleet 329 and the Severn Sailing Association. The Women's, Juniors' and Masters' NAs will be held August 15–18 at Leesylvania State Park, host will be Fleet 50. August 18–24 will be the dates for the North American Championship in Annapolis Maryland. The racing will be Monday thru Friday in order to avoid motor boat traffic. Eastport YC will be hosting the US Pan Am Trials and the Frigid Digit this fall if you would like to get an opportunity to sail at the NA venue.

Amy Linton, Vice President Southern Circuit reported that the weekend of March 10 will be the Deep South Regatta in Savannah. This year will be the 60th Annual Winter Championships held at the St. Petersburg Yacht Club. We have a new regatta Chair for the 60th, Bob Birkenstock. Mr. Birkenstock was introduced and asked to speak. Mr. Birkenstock extended an invitation to all to please attend the 60 Anniversary of the Winter Championships and reported that plans are underway for a fantastic event. We will have a great PRO in Tom Farquhar, who is a respected sailing official on a national and international level. Tom serves as an International Judge and Race Officer, Umpire, and chairs US SAILINGS Appeals Committee.

Jim Allen Vice President Internet reports that Jan has learned to update the website and that he is working towards automating some of the class business in order to relieve the Class Office of some work.

Ratification of Executive Committee Rulings

Executive Committee Rulings were read, motion made and seconded to ratify all rulings as printed in the handout and posted on the website.

Unfinished Business

The Governing Board was unable to attain a quorum to vote. Bill Mauk moved that we pass the portion of the VHF changes that require a vote of the membership at this time in hopes that the Governing Board can pass its portion at the next meeting in St. Petersburg. Motioned seconded by Bob Harkrider. Motion passed contingent upon the Governing Board passing the Specification Changes. Opposed Fleet 12, all others in favor.

Executive Secretary Jan Davis reported on the Class Office. The Yearbook is at the printer, the Flashes are going out on time, and the E Flashes are working. She is looking for volunteers willing to work on the Thematic Section of the next book which will be started this fall. She also needs a volunteer to sell advertising in the yearbook to offset the printing expense. Jan requested help with writing articles for Scuttlebutt, Sailing World and the US Sailing website and publications.

New Business

Member request to consider proposal to change the number of crew from three to two or three for sanctioned events. Pro's and con's were discussed, the consensus at this time is to leave the rule as it stands.

Governing Board Members that were voted in at this meeting have until March 1 to pay ILCA dues or the position will be held vacant. Tom Allen expressed concern that we need to be sure we maintain our international status. The executive committee wants to fix the Class processes so that we can operate under the class rules.

Todd Johnson is working on the 2007 NAs as well as the years subsequent.

The 70th Anniversary regatta will be held at Skaneateles, New York, over the July 4 weekend 2008. Plans are underway.

Bill Fastiggi and Allan Terhune presented their concept of a Boat Loaner Program. They will be presenting a plan to the Governing Board whereby ILCA funds will be used to purchase good used boats that can be made available to Junior Sailors coming out of collegiate sailing programs or Community Sailing Programs. They hope to generate some good publicity for the Class. Mike Healy supported the idea saying that he has come across many good sailors that may not be able to afford boats right out of school that might make use of such a program. The Boat Loaner Program would be market through the collegiate sailing coaches as well as sailing publications.

Multiple Boat Purchase Programs underwritten by the ILCA fund was also discussed as a method of getting Lightnings into clubs that are being rebuilt in the Southern US after Hurricane Katrina. This program could also support boats being shipped overseas. This is an opportunity for the ILCA fund to invest in growing the Class.

David Starck brought up the importance of keeping the Lightning Class in front of the sailing community via Sailing World, Scuttlebutt etc. David also suggested that he was interested in the concept of carrying the qualifying regatta forward into the Championships.

Maegan Ruhlman raised the problem of the scheduling of events and the difficulties students have attending Lightning events. She asked that the Lightning community be aware and thoughtful when scheduling regattas if they want to support junior sailing.

Terry Burke suggested that the Junior North Americans be scheduled during the month of July.

David Worley wondered if we would consider a multiple year membership. Executive Secretary Jan Davis responded that it is very important to have current e-mail and address information from all members.

President Utzig wished Steve Davis good luck in the coming years. This is a wonderful family of people who work very hard to keep it all going.

Thanks to Pete Bellin for a wonderful event and the perfect weather.

Motion to adjourn Bob Harkrider. Seconded David Vieregg.

Hints for Holiday Shopping

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Lightning Family News

US SAILOR Of The Week

see: www.ussailing.org



Maegan Ruhlman

When not studying for classes at the College of Charleston, Maegan Ruhlman can be found on the water because that's practically where she grew up with her sailing family. Maegan certainly managed to stay busy sailing while enjoying her summer break: she taught sailing at Edgewater Yacht Club in Cleveland, com-

peted in various regattas in her Lightning, and somehow also found time to coach a racing camp at Pymatuning Yacht Club in Pennsylvania, where she learned to sail years ago. Her on-the-water results in the Lightning class have been equally impressive: she finished second at the Women's Lightning North American Championship and a week later became the only female skipper to qualify for the Championship Fleet at the Lightning North American's. Not bad for only being 21! But it's not just about results for Maegan. What she loves most about sailing is "the opportunities it gives me; the opportunity to experience new things, see new places, learn new skills and refine old ones, meet new people, and stay connected with old friends."

Just Launched



Juliann Mason Northrop

Mom Jolene is the daughter of Don Johnson, formerly of Decatur, who has been a member for about 40 years (give or take). Jolene and Jay (Don's kids) sailed with him as kids in Mississippi Valley District, then went on to sail everywhere else. Jay now has Don's boat in San Diego; Jolene and her husband John Northrop have one there

as well. First daughter, Jolee, has already been a member, as well as Jolene's nephew, as crew on their boat.



From what we've heard, the conditions you had in San Diego were a dream compared to here. We are midway through the Pre-Olympic regatta, then we go straight to the World Champs in Rizhao, China. They say there is a little more breeze there—but we're sure after five glorious weeks in China, we'll be itching to get back to the US!

We haven't gotten any shots from Team Chile (Tito/Diego). They are having a rough time here—think they are in last after six races.

Sarah Mergenthaler & Amanda Clark

YEARBOOKS

2006 Yearbooks have been mailed to all 2005 Skipper and Associate Members. If you would like to purchase a copy of the book (covering the 2005 sailing season) for yourself or as a gift for your crew, please call the Class office with credit card information—\$10 each. Preparations are in progress for the creation the 2007 yearbook which is planned for publication in early spring. Please remember to take pictures of your local regattas—people, group shots on the lawn, in front of the club, as well as on the water shots are great. Please assign someone from each district and fleet to write up the Reports. Images should not be embedded in reports but should be sent separately. Digital photos are ideal, but photographs can also be scanned (and then returned to you).

The deadline for submission of materials for the 2007 yearbook is:

November 1, 2006



My Top 10 list of fun stuff at the San Diego North American's:

10 **MBYC Mai Tais:** Only drink 1 per day, 2 is pain the next morning, and 3 induces coma—but 1 is OK!

9 **Great Friends:** This regatta was a reunion—Bill Buckles, Mario, Telma and Marc Buckup, Gary Demarest, Greg & Leenie Florian, Sean Carroll, Phil Parshley, John DiBenedetti and Dr. Jim Sears, plus our new found friends and the whole crew in the daily "Mai Tai Corner" of the MBYC bar. Good luck in the 470s Katie!

8 **The Ruhlman Armada:** This family has enough boats for their own Lightning district! Hey, since all three made the Blue Fleet, they could get Abby her own boat and get the extra NAs qualifier in '07!

7 **MBYC Crew:** Jeff Coppens, Pete Bellin, Scott Finkboner, Kirk and Edna Johnson and too many MBYC members to name. They provided super



hospitality and graciousness and a wonderful week of activities, culminating with an unforgettable Luau Awards Banquet in the sand. BTW, who won the keys to the Woodie anyway?

6 **Tobi the Seal:** Each morning (except for one) we'd sail out by the channel buoy and say Hello to the lounging seals basking in the sun. We named our favorite one "Tobi" for the obvious reasons.

5 **Sailing the Qualifiers Instead of Taking a Bye:** It was the perfect warm up for our team of Dan and Tobi Moriarty and myself. We needed the time in the boat but didn't get so much that we remembered any bad habits.

4 **Juniors:** On the race course (but not the bar), finishing well and conducting themselves with class and good sportsmanship.

3 **Families:** Watching the MacDonald kids put the family boat away after a day's racing. I don't think I'll ever forget the sight of their five year old daughter trying to push the boat into the parking space from underneath the transom!

2 **3408 Beachwalk Condo:** Team Yeti, Todd & Christine Wake, Ben Spiller and Lal (my dad)—we all shared a condo, tuned up, shopped, drank, ate, commiserated and watched seagulls drink from lawn sprinklers together. Try the sea gull trick after several Mai Tais!

1 **The Racing Competition:** Parking next to Jim Carson, Jeff Linton, Jeff Coppens, Bill Mauk and

near by Allan Terhune's teams. After each days' tight racing, we'd decompress and laugh about the twists of fate and manna from heaven, etc. What a great group of fierce, friendly competitors this Class has!





Matt Burridge, Dan Moriarty & Tobi Moriarty

OK, now the racing...

This regatta will be long remembered for the venue, beautiful conditions where "Ground Hog Day" meant another day in sailing paradise. This year the qualifiers were sailed in 8-12 knot sea breeze with moderate ocean swells and relatively big wind driven chop. During the practice race and qualifiers we noticed the wind variations were very hard to see due to the wave texture on the water but they did not appear in sheets as in lake sailing but rather in "lanes" or "columns" like long narrow fingers reaching downwind. Getting to a lane of 2-3 knots more breeze (and the shift) before the competition was very important as it meant we could shift into a higher pointing mode with the velocity lift.

Technical Stuff

We deviated from our standard tuning for these conditions (as we had in Sheboygan) and discovered that it worked well for the long starboard tacks directly into the chop. Racing with three skippers on board can be difficult, so all I did was focus on sail shape and steering technique in the waves while Dan and Tobi Moriarty did



Larry MacDonald, Joy MacDonald & Adam MacDonald

everything else. They were strong communicators and kept me from "mushing" weed and grass patches. Their expert boat handling skills directly translated to speed (upwind and down) and showed why they are highly prized as team mates. We felt fresh as a Sheboygan morning and were hoping for another week of living a charmed life.

Qualifiers

I was concerned that we won the qualifiers because I knew that only two or three times had the winner gone on to win the Championship. However, I am not superstitious (although maybe a slow learner) and remembered that once the jinx was broken by Mark Bryant in San Diego in 1980, so there was precedence. Larry MacDonald with his all star family team of Adam and Joy were tied, with the family teams of Jeff and Amy Linton (Mark Taylor also along) and Allan & Katie Terhune (with Kris Smith) with five points. With the conditions being fairly consistent from one race to another (ignoring some bizarre variations within each race), all of these teams finished the series in the top five in the series. We were happy for our friends Dan and Michou Richelsdorfer who won the coveted Fallon Trophy and made the Blue Fleet. Hearing Bill Neal relate the lore of Tom O and Marie Fallon's contributions to the ILCA for those who had not met them was a true delight.



Amy Smith Linton, Mark Taylor & Jeff Linton

Racing

The Championship Series—I made a bad error early on the way out to the race course. We did not sail by the channel marker to commune with the sea lions as we had done during the qualifiers. These are beautiful animals who luxuriate in the warm sun and eye the sail boats gliding by. The real mistake was leaving the boat in the same "gear" as it had been during the qualifiers. This became a huge problem as race #1 was only 8-10 knots, and we were not set up for the lighter stuff. I botched the start, pin-balled the first 1/3 of the beat and failed to find a good lane upwind. We rounded about 10th but then were cut down like weeds by taking too deep gybing angles (again thinking like the breezier qualifiers) and eventually finished 28th. No excuses here, a mental error had put our dreams of a repeat championship in real danger. I also assumed the Native American alias of "Kelp on Rudder." We were beaten out of sight so badly I did not even know that David, Jody and Tom Stark had won the race with Tom, Jim and Shelby Allen 2nd. After this opening race I did not look at the scoreboard until race #6.

Race #2

Tobi snapped us out of the funk from our 28th, and we reviewed what had worked previously and why it had worked. We re-tuned for the lighter conditions and then started to have some fun. Allan Terhune was launched, and we spent time tracking him down to finish 2nd, with "bouncing Hallagan" 3rd. Dick had a potential disaster in the morning when his hoisting bridle ring opened and his boat fell on to the trailer but sustained no obvious damage. Dick had sailed a beautiful regatta in 1980 at the same venue with his (now grown) kids Jean and David, and clearly, he has not forgotten any of his successful techniques. He was very fast. Team Linton-Linton-Taylor had one great and one bad race, and only Terhune and Starck were sailing consistently at this point in the regatta. After years of chasing Larry MacDonald, I knew we'd see him roaring back in the series. This was shaping up to be an uphill battle with some of the toughest competitors in North America and the enormous talents from South America, Buckup, Herman and Reid.

We definitely felt as though race #2 was a more representative effort of how we could sail, but everyone else was figuring out the venue too. As a result, by the end of each day's races, I would be fried mentally and wanted to surrender the helm. After race #2 Tobi sailed the boat in as we were chatting back and forth with the Terhune team and just loving the 14 knots, bright sunlight conditions as well as the opportunity to "race" the President's Cup competitors in through the jetty to the hoist. Pro Stan Betts had run a four-leg race for the Green fleet, helping them get to the hoist first, a very popular move in the large green fleet.

Day #2

Races 3, 4 and 5—we did not think about the previous day's disaster and recovery. We focused on the little steps that make for a good race and only on what was in front of us, getting off the starting line and finding a workable upwind lane. My team had a great attitude, great communications, and clearly it worked for us. Pre-race I spent some time "loving" the boat (cleaning and rubbing her bottom) and talking with new friends to help put me in the right mindset for a pivotal day.

Race #3

The race with the big left turn as the sea breeze pumped 15 degrees left to 255 degrees and stayed there on the first run. We were well placed and came away with a modest win in a four-leg downwind finish race with Juan Reid of Chile pacing us and Jeff "I choose left" Linton 3rd. Allan Terhune collected his only non-top ten race (a 14th, his eventual throw out). Things were getting interesting in this series as the wind and chop were both less than the day before.

Race#4

With the race course set more to the left, the orientation of starboard tack was more into the chop as the sea breeze strengthened and the chop was becoming a factor again. Juan Reid was launched, and there was no

catching him. We worked hard to claw up to Linton, but he shut the door beautifully at the finishing pin so we ducked and followed them across for 3rd. Tom Allen and Bill Fastiggi followed in 4th, 5th and Terhune 6th. At this point in the series, we had no idea what the points were but only saw that our performances were much better and that the Linton, Terhune and Reid teams were sailing very well. We were grateful that a 3rd race was signaled for the day.

Race#5

I totally destroyed a perfectly good start and relied on Dan and Tobi to serve as "air traffic control" and find a lane on port as we bailed out as early as possible and took many transoms to find a lane. They found the most beautiful, big, wide open lane in pressure that we saw all week long. We started to sail fast and found a way to recover from the start. Brief forays left were OK, but it was clear that the game was on the right.

We also noticed some current lines where weeds accumulated but did not figure out how to take advantage of them. The pressure was up on the runs and we, Allan and Jeff gained separation from the fleet. Al gained on us but we held him off. Linton was 3rd with Fast Brian Hayes (Carter Utzig & Laura Jeffers on board) were 4th. The left did no favors for Juan Reid, however, who collected a 31st.

During the race we also pulled the spinnaker halyard tail all the way through the spin sheet block in the corner and could not sheet in or out and wondered if the chute COULD come down. Somehow Tobi fixed the problem by untying knots. This had never happened in seven seasons and it occurred twice in one leg race, once the hoist and once on the take down. These gremlins made me nervous.



Series Day #3

Race #6

The run for the roses—I finally looked at the standings, and it appeared the sailing conditions had torn the fleet into many pieces in races #1-5. After 4th place, point gaps between places were 8-10 points. Assuming a race #6 occurred (to allow for a throw out), only three boats could win. Going into this final race we had 7 pts and a 28th as a throw out, Jeff Linton with 11 points and a 21st as a throw out, and Allan Terhune with 15 pts with a 14th as a throw out. Team Starck was solidly in 4th with 21 points with a 12 as a throw out. The dynamics of a three-boat duel meant that it would be a significant risk for any one boat to try to sail someone out of the race. The theory of the case was that if one boat was sailed out of it, the other might slip by. It appeared to be to the advantage of all three boats to go out and race for it rather than resort to "funny stuff," although if it happened, we felt confident with our hand-to-hand combat skills. On the other hand, if we finished 5th or better, we would win the regatta no matter where any other team finished.

The conditions were unique in this race, as the breeze was all the way around right to 310 degrees, and the starboard tack near the beach was where all the articles, local banter

and common wisdom said you had to be. In the back of my mind was a similar situation in the last race of the 2003 Miami Worlds where the sea breeze pumped back against where it should have been (and hung me out to dry), so I was a bit nervous about where our competitors were. If the breeze pumped left as it built (as it had the day before), there would be a huge potential gain for those bucking the local knowledge.

The start was like the lyric from song Alice's Restaurant... "and they all moved away from us on the bench."

It was as if someone had poured oil on the water around us, and there was a smooth two-boat length gap to leeward and to windward of us at the start. No one was near, and we obliged by tacking in sort order and marching to the beach. Three minutes after the start we were lined up on port, with Coppens and Terhune off the hip to windward. Rounding first caused us to get conservative. Al and Jeff followed us to the right on the run (looking down wind), but Al gybed onto port first on a good streak, passing us in the process. We picked the left gate and followed Al up wind. After wriggling free upwind Al showed how fast he is off the wind and passed us a second time, along with Larry MacDonald going into the beach side gate. We decided to keep

our distance, rounded the unfavored gate in third for the last beat to the finish. Larry had a solid performance, and the 2nd place finish lifted them to 5th in the regatta. I have no doubts that sometime soon Joy and Adam MacDonald's names will be on the perpetually trophy.

By our not fully committing to the right of the last beat, we opened the door for Dick Hallagan (who was VERY fast all week) who put the pedal down and passed into 3rd place. We were hedging to the left because Jeff Linton was out there again, and he was the closest boat to us in the overall standings (until Al's victory) so we covered them to the finish. Al won the race and lifted their team to 2nd overall (by 2 points) over Team Linton, who was 7th in the race.

When the horn sounded, we were 4th, had successfully defended, and there was no muting the enormous yell and falling down group hug. Maybe Sheboygan wasn't a fluke? Just like last year, Tobi sailed us home, and we had MacDonald and Coppens-supplied champagne for the bowl which we shared with the Class. I'll never forget the luau or the top ten list from the whole week. This regatta was so much more than a Box Score summary! Thank you Mission Bay Yacht Club!



Carl Eichenlaub



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North American Championship Fleet Series Summary

Pl	B#	Sail #	Skipper and Crew	13	15	17	19	21	23	Total
1	34	14834	Matt Burr ridge, Dan Moriarty & Tobi Moriarty	-28	2	1	3	1	4	11
2	32	15232	Allan Terhune, Katie Terhune & Kris Smith	6	1	-14	6	2	1	16
3	83	15083	Jeff Linton, Amy Linton & Mark Taylor	3	-21	3	2	3	7	18
4	36	15252	David Starck, Jody Starck & Tom Starck	1	8	6	-12	6	9	30
5	62	15246	Larry MacDonald, Joy MacDonald & Adam MacDonald	7	15	-25	10	10	2	44
6	55	15255	Richard Hallagan, Joan Hurban & Lori Foster	13	3	21	-28	7	3	47
7	27	14688	Brian Hayes, Carter Utzig & Laura Jeffers	11	-20	9	17	4	11	52
8	21	14709	Juan Reid, Pablo Lorca & Steve Pickel	9	18	2	1	-31	24	54
9	19	15302	Bill Healy, Nicole Breault & Meredith Killion	4	11	16	-31	18	6	55
10	5	15257	Rob Ruhlman, Abby Ruhlman & Dave Werley	18	-28	7	13	13	5	56
11	65	15265	Steven Davis, Colin Park & Karen Park	17	23	4	-30	5	12	61
12	25	15215	David Peck, Ellen Starck & Bryan Lilley	12	14	15	9	11	-17	61
13	23	9	Tom Allen, Jim Allen & Shelby Allen	2	13	17	4	27	-31	63
14	81	15301	Bill Fastiggi, Suzy Coburn & Chantal Leger	14	7	18	5	-22	20	64
15	44	15234	Todd Wake, Kristine Wake & Ben Spiller	-16	12	13	8	15	16	64
16	35	14924	Jeff Coppens, Jim Sears & Ian Moriarty	-23	4	19	14	16	14	67
17	9	14957	Ryan Ruhlman, Patrick Wilson & Nick Turney	15	6	-26	23	9	15	68
18	71	15171	Josh Goldman, Ryan Minth & Marian Spurrier	-36	5	5	22	20	32	84
19	37	14378	Mario Buckup, Telma Buckup & Marc Buckup	5	26	24	21	-30	10	86
20	6	14079	Douglas Hickman, Gail Hickman & Kevin Stravers	24	24 \ SCP	-31	16	14	13	91
21	46	14866	Bill Mauk, Travis Maier & Alex Ranum	10	(39 \ DSQ)	37	29	8	8	92
22	42	13856	Ed Petit de Mange, Tom McKenzie & Sean Carroll	-29	16	28	11	17	23	95
23	31	15240	Stephen Constant, Mike Constants & David Constants	8	17	23	-32	19	29	96
24	45	15075	Maegan Ruhlman, Martha Fisher & Matt Frymier	27	29	11	15	-34	19	101
25	7	14791	Pablo Herman, Luis Herman & Claus Engel	30	19	27	7	-35	22	105
26	11	15272	Mark Grinder, Matt Fronzak & Bergen Ackerman	-31	9	22	18	26	30	105
27	17	15235	John Faus, Victor Lobos & Mac deTuro	21	30	8	24	23	-35	106
28	88	15288	Dave Vieregg, John Reiter & Caroline Sundman	-33	25	33	19	21	18	116
29	18	15164	Bob King, Conor Healy & Mike Healy	25	31	12	-36	25	27	120
30	90	14901	Ian Schillebeeckx, Maxine Schillebeeckx & Nicholas Beckham	22	27	-36	25	28	21	123
31	77	14654	Bob Bush, Sterling Bush & Amy Byron	26	24	-30	20	29	28	127
32	70	14994	Daniel Reichlsdorfer, Michou Reichlsdorfer & Jonathan Ribich	19	-34	29	26	32	25	131
33	57	14288	Philip Parshley, Philip Parshley & Lois Parshley	35	-36	10	35	24	34	138
34	22	15122	Jim Carson, Ryan Stagaard & Jarrett Lynn	20	32	20	-33	33	33	138
35	39	13788	Gerald Neuburger, Dan Burton & Sandra Neuburger	34	35	34	27	12	-37	142
36	14	15154	Mark Schneider, Ashley Schneider & Greta Schneider	-37	22	35	34	36	26	153
37	63	14263	Pete Bellin, Katie Love & Olin Paine	32	33	32	-37	37	36	170



Awards Ceremony—hula lessons



South Americans that came to sail with us

NA Winners



1st—Matt Burridge
Dan Moriarty
Tobi Moriarty

2nd—Allan Terhune
Katie Terhune
Kris Smith



3rd—Jeff Linton
Amy Linton
Mark Taylor

ILCA Special Trophies Awarded at the North American Championships 2006 San Diego, California, Mission Bay Yacht Club

Mc Dermott Trophy: For most improved from 2005 Qualifying Series to 2006 Qualifying Series—**Bill Mauk**

Fallon Trophy: For the last boat to qualify into the Championship Fleet—**Dan Reichelsdorfer**

Kaleigh Wilday Trophy: For the youngest competitor—**Gillian Francis**

Swanson Trophy: To promote and encourage women skippers—**Kathy Lindgren, Denise Cornell**

Thermis Trophy: To the highest finisher in the Championship Fleet who has never qualified before—**Doug Hickman**

Jack Elfman Trophy: To the highest finishing Master who also competed in the Masters Championship—**Richard Hallagan**

Steketee: **Steve Constants**—Severn Sailing Club and Annapolis Fleet 329 for volunteering to host the 2007 North American Championships.

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Re-Canvassing #584

Doug Dixon



#584 Canvas Deck before Restoration

Well if you are like my wife, my teenage daughters and my sailing colleague Bob Astrove, you have been impatiently waiting for the sequel to my February 2006 Flashes article on the restoration of Skaneateles Lightning #584. Well here goes. Get some pop corn, a (with emphasis) quality beer, and secure your lazy boy seat belt! When we left this fearless restorer, he had finished fairing and painting the hull, and the boat was now flipped back in her normal position.

When I acquired 584 she was still “sheathed” in her original canvas; however, layers of paint, cracking, and rips required a complete replacement. Having no experience or knowledge in the ancient art of deck canvassing and in an effort to jump start rapidly to the best approach to follow, I turned to a long-time lightning wooden boat owner AND supplier of canvas products for his recommendation. “Have you thought about fiber-glassing the deck?” he proposed. So much for the fast-track, plus to protect the guilty, his name and boat number will remain anonymous, at least for about 736 issues. Somehow, the thought of restoring a 1941 wooden boat with a fiberglass deck went against the grain of the restoration concept. I, therefore, turned to the authoritative source for wooden boat restoration, WoodenBoat. The journal’s on line search engine allowed me to identify all articles on

canvassing since the initial issue in the early 1970s. After their review, I learned that there are two basic approaches: 1) a “wet” method in which the canvas is stretched across the deck on which a wet adhesive paint or curing agent is applied, and 2) the “dry” method in which the canvas is stretched across a dry but sealed deck and then subsequently treated from the surface with a curing agent. I also learned that there were strong opinions regarding each approach—in fact, Jon Wilson, the founder and original editor of WoodenBoat stated regarding the wet method that (Issue 22, 1976) “only one approach (the wet method) has fundamental worth, in my view: this provides for an integral, long-term bond between the canvas and the wood, and anything less is a dangerous, and thus worthless result.” The original but badly cracked canvas on 584, however, was clearly applied via the dry method, as there was no evidence that either an adhesive or paint was used. With no disrespect to Mr. Wilson, I decided to honor the Skaneateles Boat Works approach and pursue the dry method. In deference to Mr. Wilson, however, he did note in his article that “*canoe manufacturers generally make no effort to bond the canvas to the wood, but depend upon a great deal of initial stretch and overall tension to keep the resulting surface smooth and tight.*”

The sales agents with Jamestown Distributors directed me to Northwoods Canoe Company (<http://www.wooden-canoes.com/>) for my canvassing supplies and curing agent, and the #10 canvas I obtained in a 72-inch roll from Craig Thayer of Fabricraft. Craig also gave me the quick primer for stretching the canvas to accommodate the 78-inch beam on the Lightning (a VERY important point I will return to later). Northwoods Canoe Company provided me with one gallon of curing agent, copper tacks (which I subsequently learned were not necessary as stainless or monel staples are much more process friendly), and canvas stretching pliers—basically vice grips on AFLAC steroids. The Northwoods curing agent or filler is a combination of boiled linseed oil and silica powder. They also warn you that the silica will settle in the can very fast and in a few weeks form a hard mass that will require considerable effort to re-mix. I can't emphasize this warning enough because I learned that, after delaying getting started for about six weeks, indeed a hard mass was formed, and it took more than one hour of electric drill and hand mixing to re-suspend the silica. So if you don't plan on applying the filler immediately, take the can for a daily walk—it will be time well spent!

Let's get to work. Toward preparation of canvassing and prior to inverting the hull for re-finishing, I removed all deck hardware, the wood trim including rub rails, splashboard, and combing, the multitude of copper tacks, and the old canvas. I removed the old grout from between the deck boards and did a light sanding using a rotary sander and 100 grit paper. I then filled the seams with Interlux 31 Seam Compound. After filling, I sealed the deck using Interlux bilgecoat. I was not able to find a pure marine wood sealer, but I believed the oil and grease resistant capability of the bilgecoat paint would meet the same need.



Light deck sanding

Once the bilgecoat was dry, I rolled the canvas out the length of the deck. I began the tacking and stretching process at the bow. Driving the copper tacks down 8" along one side, I then switched to the other and started the stretching and tacking. That's when I learned that using copper tacks and stretching required a third hand. I re-grouped and re-started after finding the third hand in the form of a staple gun with stainless staples. I worked/stretched (emphasis on 'stretch'—the canvas is tough—have at it!)



Canvassing tools and filler

in 12" increments from the bow till I was abreast of the mast step with staple application at about 1-inch intervals. At this point I stopped and cut out the cockpit canvas leaving plenty of overhang. The stretching process is very important as you approach the cockpit, for it is through stretching that the additional canvas width is attained to make a 72" roll cover (with overhang) a 78" beam.



Canvas cut-out in cockpit

I then continued the stretching and stapling until I was abreast of the cockpit. At this point I began the stapling and stretching from each side of the cockpit to the sheer line. Once I was past the widest point of the beam, I made a slight mistake. Having attained the maximum width needed in the canvas stretching, I let up on the stretching and, as I moved further down the side and cockpit toward the rear deck, I realized I was developing a major fold in the canvas. I was able to re-group by pulling the staples and restarting the stretching process. I found that I still had some minor folds, but as I neared the stern deck I found that stretching and smoothing from multiple directions allowed me to eliminate them and get a smooth application.

Now begins the filler operation. There are three coats of filler that are applied to the canvas. The first application (after pouring off 2/3 of the can) is thinned 10% by volume with paint thinner. The three coats of filler are all applied, one coat at a time, one after another. It took me three hours to do all three coats (Northwoods strongly recommends that you do not let one coat dry over night before the next coat). I applied the filler with a paint roller and brush (keep mixing



Canvas fully stretched and ready for filler

the filler as it settles fast!). Northwoods recommends hand smoothing or rubbing after each coat (use Playtex rubber gloves, not latex). I did this after the first two coats but not after the final as I wanted to have a non-skid deck. As recommended by Northwoods, I did three-foot square applications of filler and hand rubbing at a time. The three coats combine to make one very thick coat that penetrates the canvas, but not all the way to the wood, and also sits on top of the canvas, which provides a protective layer. Northwoods provides excellent written directions with their filler, and I strongly recommend that they be followed. Per the recommendations, I was sure to apply ample filler at the deck edge and overhang.

The filler dried to the touch overnight but was still very soft. Northwoods noted that after two days the canvas can be exposed to the weather for final drying and storage, if needed. The full cure occurs in about 21 days at 70 degrees. In my case, an extended warm



Canvas with filling agent—pre-painting

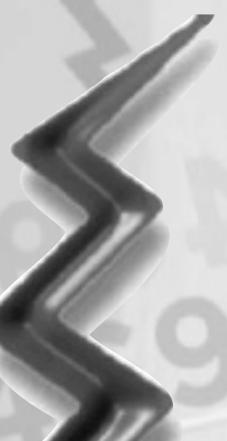
spell during the winter of 2005-2006 allowed me to get the initial work done, then I left it to cure for several months in my garage until spring. Once the deck was fully cured, I applied two coats of Interlux Brightside Enamel. Rub-rail, splash rail, and cockpit combing were later installed over the canvas edge for a 'professional' finish.

Overall, I have been very pleased with the results—though if I re-write this article in less than ten years, then I will have to pay homage to Jon Wilson of Wooden Boat for not following his 'wet' method. The only thing I would possibly do different if I started over again would have been to wet the canvas with hot water after it had been stretched and stapled to the deck. This would have caused the canvas to shrink and get even tighter. This process is, in fact, recommended by Ed McClave in his March/April 1987 article in WoodenBoat on deck canvassing. For my next article—brass polishing—I can't wait!



#584—restored deck

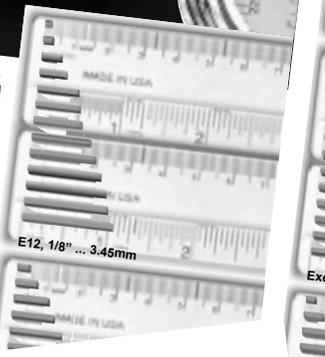
Please visit the website at www.lightningclass.org and check out the newly redone area for Wooden boats. On the opening page find "Resources" on the top masthead. Click on "Woody." Thanks to Bob Astrove for all his outstanding work on this area of our site.



We test our small dia. lines
 This past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 50's and asked me when I was going to do some bench testing on small diameter lines. I said, "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good running and that would hold in the cleats. The boy must have been reading the Layline catalog over the years 'cause he was thinking right.

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines... Our method, we used 20 feet exactly. Preloaded and cycled each piece to 600 pounds 5 times. Then we did our 40 pounds and increased the load by 40 pounds all the way up to 300 from each line. We took/recorded e see how...



Aracom T, 3/32" ... 2.63mm

Aracom T, 1/8" ... 3.33mm

Excel Pro, 3.0mm ... 2.92mm

ler Line, 2.8mm ... 2.96mm
 www.layline.com

Parameters
 We also measured the diameter of the lines to really see how "big" they were. This is noted as the mm number behind the inch/mm graph label. The manufacturers do a good job with building consistent sizes, but it is just hard to split the sizing hairs of small dia line. Take note of the size when looking at elongation. Size Matters, and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusions
 Our goal here is to not do a line to line comparison, but to give you data you can use for your application. So, don't get caught up in thinking only of stretch, instead think elastic elongation, i.e. each time you load your line to the poundage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-tensioned loaded the lines, the 5 measurements were remarkably the same.

For details as to how stiff a line is or how well it holds in a cleat or what colors it comes in, or what it may be good for, go to the general cordage sections.

Permanent Elongation, a concept to be understood. In these samples we pre-loaded to 600 then did pulls to 300 stretched to basically the same overall length. That is cool, however, if we had gone to 500 in between two 300 longer, permanently elongating. Think about this and call if you have questions. There are conclusions to be had.

The Punisher
 Shown here is our "Punisher," a 120,000lb Steel I-beam with a 20,000 lb hydraulic cylinder (like the one on a garbage truck) hooked to an electric hydraulic pump and a few digital load cells. We use this to pull, test and break the lines and rigging we sell.



Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our Vendor's niche product gets lost within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and college all American, New England has taken steps to strengthen their position in the dinghy and one design market.

In the past, this segment has been dominated by English and European suppliers, now, we have an American choice.



Spider Line down to 1.8mm, Dyneema

Spider Line
 Spider line is a perfect line for your highly loaded control lines on dinghies. Spider line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the charts from our Punisher results. New England offers the Spider Line in four sizes ranging from 1.8MM, perfect for sail lines on your Opti, too 4.5MM. All the sizes except for the 1.8MM have a braided core....Hmmm... thinking you could make some crazy small tapered lines if you have the patience, sorry but we are leaving that up to you guys



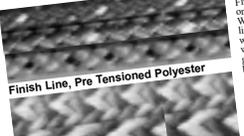
Flight Line, Stripable Polypro to Dyneema

Flight Line
 New England did their homework on this line. Flight line is made up of a Polypropylene jacket with a 12 strand SK75 Dyneema core but there is a difference to the Flight line. New England made the "wall" thickness a bit thicker than normal and made the core a bit thinner than normal. We at Layline have been seeing for years that the jacket was the weak link on the Polypro lines but now New England has addressed the issue by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flightline for spin sheets on Sonars' all last season and I personally think there is no equal. Super Light while still offering fantastic performance.



Salsa, Braided Polyester and Dyneema

Salsa line is a High-tech single braid line constructed from Spin Polyester and SK75 Dyneema. The spin Polyester gives the Salsa Line a bit of a fuzzy finish for easy handling and the SK75 Dyneema offers great performance. The Salsa Line stays round under load so it is easy to cleat and uncleat. This line works really well when used in everything from main sheets to light air control sheets on big boats, because of its single braid construction this line also works really well in high pitch chaise applications because of its good running ability.



Finish Line, Pre Tensioned Polyester

Finish Line- Polyester
 Finish Line makes a great control line for your small boat! Take a look at both Dinghy's as well as big boats. With it's plain construction the Finish line stays round under load so it works well in both Cleat (Cleats as well as Cam Cleats as well as giving you great performance for use as small boat spin halyards. New England offers their Finish Line in 4MM, 5MM and 6MM using Finish Line cannot be spliced but it holds a knot really well



Buzz, Braided Polypro

Buzz
 Looking for an awesome main sheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spin Filament Polyester and Polypropylene Buzz Line is a light weight floating line that stays round under load so it is easy to cleat and uncleat as well as having unsurpassed ability to run at the top mark. The guys sailing Star Boats have really adopted this line as the way to go for their main sheets. Because of the Spin Polyester the Buzz Line has a bit of a fuzzy finish making it easy to hold onto



Regatta Lite

Regatta Lite
 Regatta Lite is 100% Polypro woven in a pretty loose array. Runs super well. We use as non-water absorbing painters and for anchor lines in Etchells.

Punisher Results, pulling our small diameter 100% polyester lines on the punisher in 20 pound increments. The numbers are millimeters.



Dear Lightning Sailor,
 The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

The results are spelled out in the catalog.

Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for *sick sailors* like you and me.

Thank you for your business.

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It is OK to "go verbal" @ 1 800 542 5463

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 -Virtual Dot Net. A while ago, I came up with this term in an attempt to describe what Layline and Layline.com is NOT... I take great offense at being called an internet retailer, or internet company. These terms carry the stigma of anonymity, uncertainty, impersonal, no inventory, no terms except the lowest price. On the contrary, Layline is a real, living sailors offering the best and best solutions and knowledge to make your finite sailing days the best they can be. We are real and we are here.

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We Went to Have Fun

Nick Farina—Winner of the North American President's Cup

At one of the first Spring events in Denver, Mike Ledger and I starting talking about sailing the North American's together. We'd both been crewing for a while and would like to do our own thing this year. And what better place to start than in San Diego—a perfect location for a vacation on the beach with beautiful weather and perhaps even a little surfing.

It was decided. Now, who for a third? Who would want to go and just have fun? We called Ashley Jerman.

Crew, check.

Next, to find a boat. Mike and I approached the Davis', who were more than happy to let us use 15103 (a good boat, and still for sale). AND the boat was going to be brought out for the WJM. Perfect, no trailer on the way out.

Things looked good—great crew, great boat, and we had all summer to work on lodging. The excitement built as August approached.

Ah yes, August, time to leave. We still had no place to stay, but off we went anyway—Mike, my girlfriend Elizabeth, and I. We drove over the Rockies, through Vegas at midnight, and arrived in San Diego for sunrise. After bringing the boat over from Southwestern Yacht Club and rigging it, we spent a gorgeous afternoon on the beach playing in the waves. Oh, how soon we would learn the pain and frustration of those waves!

As dusk settled in, it was off to the airport to pick up Ashley, get the team together for the first time, and figure out where to crash. Luckily, Ashley's friend, who lives in town, offered us space on his Catalina 30.

After a relaxing weekend, it was time to sail. But first, I needed a shave, and we needed a mascot. Luckily, Mike and I had recently stumbled upon a picture of a woman wearing an Afro wig looking way too excited. Onto the transom she went. She was our speed charm.

Day One of qualifiers was interesting. This was my first NAs and second Lightning regatta where I was driving, the first time Mike, Ashley and I had sailed together, and my first experience driving a Lightning in waves. Moments before the start of race one, I remember thinking, "There are a lot of boats around here and they are not maneuverable like collegiate dinghies." Bang! And we were racing. To my surprise, the whole race went off without a catch, and before we knew it, we'd finished our first race together. The waves were tough, but I was able to focus on driving through them, trying to feel the boat move, while Mike and Ashley were constantly looking around and talking, making tactics a group effort. Race two proceeded in a similar manner. Each leg, we seemed to improve slightly, gaining confidence and having an absolute blast. How could we not? There were no complaints. We could do this.

Day Two we took advantage of the fact that races didn't start until noon and went surfing with Mr. Pinky. Gidge was nice enough to get up at eight and brave the cold waters to give us our first lesson. What a blast. We all nearly rode a wave or two, AND I learned how the waves worked. It's amazing what a surfboard and a Lightning have in common.

We set out for the race course knowing that with a good day, we could make the Blue fleet, something I didn't really expect. However, this may have psyched us out. Race three was horrible. We were anxious, made some bad decisions, and almost forgot to enjoy it. Thanks to Mike, Ashley, and a passing sea lion, our mentality changed as soon as we finished, as Mike and Ashley had each seen the movie Talladega Nights with Will Farrell and were constantly quoting it, keeping us laughing and smiling.

"Shake 'N Bake," Mike said to Ashley as they banged knuckles like a high-five.

"Shake 'N Bake," in reply, turning to me.

"Shake 'N Bake."

And so our pre-race ritual was born.

We learned a lot throughout the qualifying series and were ready for a fresh start, missing the Championship fleet by 6 places. But hey, top 5 in the President's fleet would be a great goal and a very satisfying finish.

Day Three

Ashley had been wearing zinc on her nose all week. She finally made Mike and me join in after a few days of nagging. I'm sure we looked ridiculous.

Knowing that there were a lot of good sailors to compete with, I was nervous that we wouldn't be able to sail with the top five. My fears were calmed, however, after the first race when we finished 4th, proving that we belonged there and giving us a nice confidence boost. Who cares if we looked silly with our white noses; we were fast.

We sailed the second race well and suddenly found ourselves out in the lead, coming into the last weather mark with Tom Allen Sr. and Michael Poltorak right on our heels. The last downwind was fun, with the three of us jockeying for position the whole leg. One boat length to the finish, we were neck and neck, and then a wave. Tom Allen Sr. got the best of it and won with us in second and Michael Poltorak in third, all within a boat length. What a finish. Two good races, first to the hoist, there was sunshine, and we were out in front.

Day Four

Psyched that we were actually winning, we liberally applied zinc on the way out. It even covered our lips. All week, Ashley had wanted to see sea lions, so we journeyed past the red navigation buoy for pictures. BARK! BARK! BARK! Oops! We got a little too close for their comfort, although having one on our bow would have been amusing. We picked up where we left off the day before, winning the first race convincingly. Then things went down hill. We again got too excited, started making mistakes, and sailed two frustrating races. We all felt that we had fallen several places in the standings. It was to our surprise to discover that we were still in the lead! After some math, we knew the last race would determine the regatta, with Joel Humphrey, Bill Hofmeister, Tom Allen Sr. and Terry Burke all close behind us.

Day Five

The final race was by far the most emotional and exciting. After the same ritual of zinc, sea lions, and Shake 'N Bake, it was go time. OH NO! We were second row! My worst start of the regatta. Luckily there was still a lot of race left, of which both Mike and Ashley were quick to remind me. And left we went, rounding the weather mark behind three of the boats that we needed to stay close too. Shortly thereafter, we realized that Bob Burke was a mile out in front and untouchable, so we focused on the boats near us, trying to catch up or at least hold our position. The second weather leg wasn't much better than the first. As we headed downwind for the last time, both Mike and I looked up and saw Joel several boats ahead of us winning the regatta, followed closely by Bill.

Slightly downhearted, we started saying "oh well" and "it was too good to last" when Ashley started talking about going upwind.

Wait, we have another leg!!!

Mike and I had misread the course and thought we were finishing. Back into the race now, we sailed the last quarter of the leg focused, determined to catch boats upwind after a good rounding. Ashley was reading out numbers constantly, and we were able to take some steps up. Half way up the leg we could not only see the leader but had significantly closed the gap between us. Was this really happening? We had passed five boats by the time we were 100 lengths to the finish, including Joel and Bill. Time to cover. 50 lengths, 10 lengths, 5, 3, 1, did we get a gun...BANG! Euphoria overwhelmed us. We finished 4th and knew we'd won. It was the best I've ever felt sailing, especially after feeling dejected on the downwind, only to come back so dramatically.

What an amazing event. I want to thank Mission Bay Yacht Club, their staff, and Lightning Fleet 488 for putting together a fun regatta; all the participants for some very competitive racing; Steve and Jan Davis for use of their boats throughout the summer and for all they've done for sailing in Colorado as well as the Lightning Class; my lovely girlfriend Elizabeth, who just started sailing this summer and loves it, for driving out to San Diego with me and for being her; and finally, Mike Ledger and Ashley Jerman—none of this would have been possible without the two of them. They are great sailors, good friends, and fun to hang out with. I look forward to sailing and sharing stories with them in the future. 'Til then, Shake 'N Bake!

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President's Cup Fleet—Series Summary August 16–18, 2006

Pl	B#	Sail #	Skipper and Crew	14	16	18	20	22	24	Total
1	3	15103	Nick Farina, Ashley Jerman & Mike Ledger	4	2	1	-9	7	4	18
2	66	14766	Terry Burke, Edd Burke & Bryan Burke	2	10	-15	6	2	1	21
3	69	13991	Joel Humphrey, Molly Hopkins & Jason Hubbard	5	-12	3	5	3	6	22
4	26	15206	William Hofmeister, Ted Chapin & Becca Hofmeister	1	8	-18	3	5	7	24
5	47	14811	Tom Allen, William Hackett & Merlin Green	10	1	-12	1	9	8	29
6	1	14202	Michael Poltorak, Moni Lampe & Cesar Romero	(36 \ OCS)	3	19	4	1	3	30
7	59	10810	Bob Harkrider, Ellie Stone & Jennifer Dewey	8	-13	11	7	10	2	38
8	50	14450	George Francis, Gillian Francis & Courtney O'Connor	3	15	-20	8	4	10	40
9	75	15279	Alan McReynolds, Logan McReynolds & John Atkins	7	4	8	-21	18	11	48
10	96	13896	John De Benedetti, Roger Artigues & David Artigues	11	-14	6	12	8	13	50
11	12	14904	Scott Finkboner, Jennifer Lyons & Jerry Kane	6	7	-17	13	16	9	51
12	10	14881	Dan Egan, Susie Radcliffe & Jay Dieselman	15	-16	5	15	12	5	52
13	20	15241	Pierce Barden, Chip Till & Tommy Van	9	11	4	11	19	(36 \ OCS)	54
14	30	15130	Chris Vann, Len Vann & Joel Vann	13	9	10	-20	14	14	60
15	41	15141	Avis Bridgers, Henry Bridgers & Mike Didyk	14	21	14	-26	6	12	67
16	33	14817	Scott Anderson, Brad Winslett & Amy Williams	12	20	13	10	13	(35 \ DNS)	68
17	74	13308	Bill Buckles, Ed Edgell & Greg Florian	21	5	22	23	11	-26	82
18	60	13806	Clarke Newman, Deanna Newman & Parker Mitchell	23	6	9	-24	21	23	82
19	76	15276	Philip Lange, Jonathan Lange & Dan Pope	18	19	7	-27	17	25	86
20	24	14658	Paul Gelenitis, Ryan Gelenitis & Kristen Gelenitis	19	(35 \ DNF)	21	14	20	17	91
21	58	14958	Kathy Lindgren, Denise Cornell & Joel Lemahieu	20	(36 \ OCS)	2	17	36 \ OCS	24	99
22	16	14846	Mike Brewer, Richard Brewer & Greg Tondreau	16	24	23	22	-26	15	100
23	4	15004	Reeve Dunne, Dave Pierce & Scott Hathcock	(36 \ DSQ)	17	28	19	22	16	102
24	99	13742	Kenneth Manzoni, Bryan Buffaloe & Sandra Sherman	26	28	29	2	(36 \ OCS)	21	106
25	8	10801	Neil Hayes, Carole Fisher & Jan Davis	(31 \ SCP)	23	25	18	15	28	109
26	40	14040	Roger Hicks, Bruce Harrington & Kara Ganter	22	22	-31	16	24	27	111
27	2	14769	Bob Stoller, Mary-Anne Byrne & Bill Cabrall	25	18	-30	28	28	22	121
28	49	14308	Dale Bull, Bob Ruane & Ed Mayo	24	26	26	25	-27	20	121
29	38	13860	Dan Gravatt, Donna Collins & Fred Misa	28	25	16	31	23	(35 \ DNF)	123
30	15	14415	George Glenn, Chappy Hopkin & James Glenn	(35 \ DNC)	27	27	29	25	19	127
31	53	15188	Stephen Little, Peter Colantuano & Gus Wirth	27	29	24	30	(36 \ OCS)	18	128
32	86	15220	David Spira, Ryan Flack & Jennifer Armbruster	(35 \ DNC)	175T					
33	89	6983	Bill Neal, Emily Neal & Sarah Neal	(35 \ DNC)	175T					
34	87	15045	Matt Fisher, Ric Bernstein & Doug Nichol	(35 \ DNC)	175T					



Champions Nick Farina, Ashley Jerman & Michael Ledger

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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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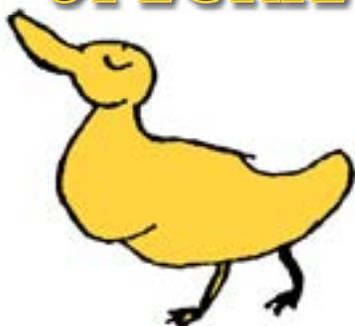


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**Women's, Juniors' and Masters'
North American Championship**
Southwestern Yacht Club
San Diego, California
August 9-11, 2006

**2006 Women's North American
Championship Report**

After a few false starts, the team of 'Stone Cold,' Denise Cornell, Kathy Lindgren and Amy Simonsen, arrived in beautiful, sunny San Diego for the Lightning Women's North American Championships.

The first false start occurred when an unexpected health concern prevented the 'boat delivery person' from being able to make the trip. Plan "B" quickly went into action when Denise's husband, Ken, offered to deliver the double-decked boats (Stone Cold and Ric Larson's boat, also from Sheboygan) to San Diego. Ken arranged to use his father's van for the trip which offered plenty of storage room for boat supplies, luggage (think 3 women) and even enough room for stretching out for a quick nap (think driver saving hotel expenses)!

The second false start involved a crew member switch. When a new job opportunity changed the plans of the third crew member a mere two weeks before the event, Amy Simonsen came to the rescue with a very quick, "Yes, I would love to go—let me re-arrange my (and my families') schedule!" Once again Plan "B" came into play.

Denise and Kathy arrived at Southwestern Yacht Club Monday morning to find that Ric and his crew found the boats first and already had them separated (yeah!). We noticed that not all the braces had been removed from the trailer, though, and quickly determined why. Luckily, Nick (all round helpful, sweet man who provided endless hours of work manning the davits, getting the lunches, and providing whatever general help was needed throughout the week) happened to walk by and make the mistake of saying, "Let me know if there is anything I can do for you!" Nick put all his strength into removing the last of our stripped bolts so the struts could be removed, and we could move on to boat setup. Thanks again, Nick. Then on to a very easy and fast boat measurement process. Thanks, Bill and team.

Although the number of participants was disappointing, the level of competition each team brought to the regatta made for an exciting event. We first met Meagan Ruhlman at the 2004 NAs held at the Buffalo Canoe Club. She was a junior skipper who had her boat moored next to ours and finished 3rd in that event. We first competed against her at the 2005 Women's NAs in Milwaukee, and then again the NAs in Sheboygan, so we knew she would be tough competition.

And tough it was! At the end of Day 1, with 2 races completed, we are tied with Meagan winning the tiebreaker (1-2, 2-1). Meagan wins the first race of Day 2 and is leading in the third race. We get close enough to her on the last downwind to engage in a tacking duel on the final upwind leg. The first 2 tacks don't appear to be working in our favor, but persistence pays off. By working ourselves to her left, we finally get between her and the finish. At the end of Day 2, with 4 races completed, we are still tied, but we win the tiebreaker (1-2-4-1, 2-1-3-2). Now for Day 3. Meagan has an excellent start in the first race and gains a lot of distance on the remaining fleet. Avis Bridgers and her team from North Carolina have been steadily improving every day, and they too are having a great race. They

split from the fleet early on and come back with a nice lead over us. We now are two points behind Meagan going into the final race, but there are no negative thoughts. After all, this is what we came here for! Let's just "Git R Dun!" Oops that is another Ruhlman...

Our focus in that final race was to race as hard and as smart as we possibly could and see what happens. We have a good start and keep great boat speed both upwind and downwind. Avis has another great race and again takes second. Our 1st place finish in the final race gets 'Stone Cold' the trophy!

San Diego proved to be an excellent venue for the event. It was worth the drive! (Just ask our Boat Delivery Man). The Southwestern Yacht Club was wonderful and the hospitality exceptional. The racing conditions, with warm temperatures (same everyday), consistent winds (same everyday), gentle swells (almost the same everyday), and beautiful scenery, will be hard to beat. Thanks to all who made the event possible.

**Just a note regarding participation levels of Women's and Junior N/A Championship events. These events provide great opportunities for participants at a VERY reasonable cost. Our Class supports these events from the Executive level, but it needs to be better supported through the Districts and down to the Fleets. Our team challenges each District and Fleet to help increase next year's participation in both of these events. It will be a Fleet and Class building experience!

Respectfully Submitted,

Crew of Stone Cold
Kathy Lindgren
Denise Cornell
Amy Simonsen



Photo by Steve & Jeanette Little

Women's North American Championships

Pos	Skipper	Crew	Sail#	Yacht Club	R1	R2	R3	R4	Ra5	R6	Total	T/O	Final
1	Kathy Lindgren	Denise Cornell, Amy Simonsen	14958	Sheboygan Yacht Club	1	2	4	1	3	1	12	4	8
2	Maegan Ruhlman	Megan Hawn, Caroline Sundman	15075	Pymatuning Yacht Club	2	1	3	2	1	3	12	3	9
3	Avis Bridgers	Ellie Stone, Jennifer Dewey	15141	Carolina Sailing Club	3	3	1	4	2	2	15	4	11
4	Karen Johnson	Jeannette Little, Becca Hofmeister	14095	Harbor Island Yacht Club	5	5	2	3	4	5	24	5	19
5	Colleen Cooke	Heidi Taylor, Sandra Sherman	13742	Southwestern Yacht Club	4	4	5	5	5	4	27	5	22



Kathy Lindgren, Denise Cornell & Amy Simonsen



Maegan Ruhlman, Megan Hawn, Caroline Sundman



Avis Bridgers, Ellie Stone & Jennifer Dewey

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2006 North American Masters' Championship Report

Thanks to the Southwestern Yacht Club for doing such a great job with the Lightning North American Masters' Championship!

It was a fantastic regatta—and not just because I finished at the top of the competitive fleet. The location, in beautiful San Diego, is worth a few paragraphs, if only I could do it justice. On our arrival at Southwestern Yacht Club, members made us feel right at home. That first evening, several members bought us drinks, engaged in great conversations (we solved all the worlds problems, although the next day we could not remember the answers) and they gave us the lowdown on the area. A great start to our stay.

The next morning, we unpacked the boats, which was quite a production. Bob Harkrider had worked with Henry and Avis Bridgers to transport the boats. The Bridgers build low cradles that stack up to three boats high, and unstack with casters instead of wheels. That made it easy to parallel-park our boats on the pavement, though getting the rigs unstacked was something of an engineering challenge.

For those who haven't been there, let me tell you that the Southwestern Yacht Club is located inside a huge, busy bay. On any given day, racers shared the waterways with aircraft carriers, submarines, a destroyer that came right down the channel (and the Navy always gets right

of way!), as well as barges, security, and fishing boats large and small. Every day, we passed the Navy's marine mammal training facility full of barking sea lions and the occasional porpoise. They made a lot of noise—hard to say if the sea-lions were happy, or hungry or asking to be liberated. We figured they must have mixed feeling about their role in our national defense efforts.

The racing was very competitive. Dick Hallagan and Colin Park (who won an NAs out on this coast) were never far out of the top. Add to that some challenging wind, current, and kelp conditions, and it was a tough regatta. I was fortunate in having Jeff and Amy Linton crew for me. I've sailed against them for years and looked forward to having them on my team again. Of course, Jeff called tactics on the Etchells Worlds team last fall, but Amy also sailed with Tito, Diego, and me in San Francisco, warming up the week before the Worlds. I expected to have a pretty competitive team!

Sure enough, going into the last race, we needed to beat Colin (who sailed with Steve Davis and Karen Park), and Jeff positioned us on the starting line in a great spot. We jumped off and got a lead early on, and then just worked to stay ahead of Colin for the rest of the race.

It was a thrill to win the North American Masters title, and I want to thank my wife Jo for being great beach crew, and of course, the Southwestern Yacht Club for making it a week to remember. Thanks!

Bill Mauk



James McIntosh, Josh Goetz & Terry Gallagher



Kip Hamblet, Rob Ruhlman & Abby Ruhlman

North American Masters' Championships Results

Pos	Skipper	Crew	Sail#	Fleet/Yacht Club	R1	R2	R3	R4	R5	Final
1	Bill Mauk	Amy Linton, Jeff Linton	14866	Coral Reef Yacht Club	1	1	7	2	2	13
2	Colin Park	Karen Park, Steve Davis	15265	St. Petersburg Yacht Club	2	2	3	3	5	15
3	Richard Hallagan	Hendrix Ten Eyck, MaryLou Carlucci	15255	Newport Yacht Club	4	3	2	4	4	17
4	Mario Backup	Telma Backup, Marc Backup	14378	Guarapiranga Lake	10	4	1	1	3	19
5	Ric Larson	Eric Larson, Michael Elmergreen	15119	Sheboygan Yacht Club	3	5	5	6	1	20
6	Kip Hamblet	Abby Ruhlman, Rob Ruhlman	15257	Suncoast	7	6	4	9	7	33
7	Georges Peter	Brian Hayes, Jan Davis	14688	Annisquam Yacht Club	5	10	6	5	9	35
8	Bob Harkrider	Henry Bridgers, Pierce Barden	10810	Clarks Hill	6	7	8	10	8	39
9	Jim Carson	Don Schon, JoAnn Schon	15122	Metedeconk River Yacht Club	11	11	10	8	6	46
10	William Hofmeister	Richard Hofmeister, Dennis Colby	15206	Harbor Island Yacht Club	9	8	11	7	11	46
11	Tom Allen Sr	William Hackett, Lizette Hackett	14811	Buffalo Canoe Club	13	9	9	15	10	56
12	Gerald Neuburger	Sandra Neuburger, Larry Lyons	13788	Columbia/Vancouver Lake Sailing Club	8	15	12	13	12	60
13	John Atkins	Alan McReynolds, Lori Foster	14397	Newport Yacht Club	12	12	14	11	14	63
14	Scott Finkboner	Dan Gravatt, Roselyne Hazard	14904	Mission Bay Yacht Club	14	13	13	12	13	65
15	John DeBenedetti	Mary Mackey, Steve Little	13896	Columbia/Vancouver Lake Sailing Club	15	14	15	14	15	73
16	James McIntosh	Josh Goetz, Terry Gallagher	15279	Newport Yacht Club	16	DNF	16	DNF	16	82

Masters' Winners



Jeff Linton, Amy Smith Linton & Bill Mauk



Steven Davis, Karen Park & Colin Park



MaryLou Carlucci, Hendrix Ten Eyck & Richard Hallagan



Mario, Telma & Marc Buckup



Michael Elmergreen, Eric Larson & Ric Larson

Special Awards



John Atkins receiving an Appreciation Award for his outstanding efforts in organizing the Youth World Championships



Karen Johnson receiving an Appreciation Award for her 10+ years of service to the ILCA as its Executive Secretary



Edna Johnson being thanked for all her efforts as the Chair of the WJM



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Fleet in the Spotlight

50



PRSA Sunday Lightnings—2002



Fleet 50 members post for an annual end-of-season photo—2004

We are Fleet 50 of the International Lightning Class Association. We are affiliated with the Potomac River Sailing Association (PRSA), and we sail on the Potomac River out of the Washington Sailing Marina just south of Ronald Reagan Washington National Airport.

We currently have 24 active boats. Our racing schedule runs from the end of March through the first weekend of November each year. The racing season includes a seven-week Sunday Spring series, an eight-week Sunday Fall series, and a twelve-week Wednesday night summer series. In addition, there is the Doc Gilbert Memorial Potomac Cup Regatta in early May, the PRSA Spring Regatta on Memorial Day Weekend, and the Leukemia/Presidents Cup Regatta in September.

Our local races are held on the Potomac River, between the airport and East Potomac Park on Haines Point, an inspiring setting with the monuments and buildings of downtown Washington in the background. Prevailing winds from the southeast or northwest align nicely with the river's long axis to provide an excellent windward/leeward course.

The Doc Gilbert Memorial Potomac Cup Regatta, held the first weekend in May each year, is our signature event. This regatta is held on the Potomac 25 miles south of Washington, where the river is three miles wide, just north of Quantico, Virginia, sailing from Leesylvania State Park. The regatta is held in memory of Dr. James B. Gilbert, a long-time Fleet 50 skipper who was well known for his can-do attitude and cooperative spirit, and who

suffered a heart attack and died after capsizing his boat in the 1992 Potomac Cup regatta. Leesylvania State Park was developed later in the 90s, under the leadership of State Delegate and Fleet 50 member Jim Dillard. It comprises 80 acres of camping and picnicking facilities on Freestone Point, with a store, restaurant, and extensive launching facilities, including multiple ramps and cranes, and generous parking for cars and boat trailers.



Spinnakers flying—2005 Doc Gilbert Memorial Potomac Cup

This regatta has a history of sometimes-heavy winds, and stories abound of 100-boat regattas that experienced sudden 40-knot squalls that knocked over multiple boats. This last happened in 2004, when an unexpected squall came up from the south after the first windward leg, catching 35 boats from behind as they headed to the leeward mark with chutes up. Nine boats went over in that blast, but remaining upright was Frank Gallagher who, according to crew Skip Hirsh, must have been going about

30 knots on a plane as they "rocketed past the leeward mark on their way to the Wilson Bridge."

Our current Fleet Champion is Nabeel Alsalam, a former Fleet Captain and PRSA Commodore. Nabeel has won the championship three years in a row. The longest-running Fleet Champion is long-time Fleet member Frank Gallagher, who has won the championships 14 times in the last 30 years. Other Fleet Champions of years past include Bob Astrove, Jim Dillard, Doc Gilbert, and in 1946, Arthur Godfrey, sailing hull number 185, LA Spouse.

Bob Astrove, looking for a winter project four years ago, acquired hull number 7603, a Nickels & Holman woody, with trailer, for \$100, and spent the year restoring her to showroom condition. Now, with oval aluminum spar and boom, she is as competitive as any of the fiberglass boats in the fleet. Bob became a strong supporter of the annual Woody Lightning Get-together in Syracuse, and last summer he organized a mail group that now has over 50 members. As a result of his enthusiasm and his organizing talent, the 2006 Woody will draw an unprecedented 20+ boats.



Bob's woody—Pandora II—2005

Fleet 50, in addition to running the annual Doc Gilbert Memorial Potomac Cup Regatta, last year hosted the 2005 Dixie District Championships, which drew 31 boats from across the district. Allan Terhune, recently transplanted from Pine Beach, New Jersey, to Annapolis, won the event, conducted on the Potomac racecourse.

Fleet 50 is a candidate for hosting the 2007 North American Women's, Juniors, and Masters (WJM) championships at Leesylvania State Park next August, and is eagerly beginning to plan for the event. Our 50-strong active skippers and crew are looking forward to next year.

Some of the Fleet's more active members include former Fleet Captain Jeff Storck (15256, Ariel) currently Commodore of the Potomac River Sailing Association; Laurie Duncan, 14187, !Via Chica!) Regatta Chair for the 2006 Leukemia/Presidents Cup Regatta; Rick Welch (14553, Sinistra), long-time regatta chair for the Potomac Cup regattas; Pat McGee (15195, It's the Water); Bob Wilbur (14395, String Theory); Joe Warren (14037, Bony Buns),



Allan Terhune leads the competition—2005 Dixie Districts

and of course Nabeel Alsalam (15142, Shadowfax). Jeff's three-year tenure as Fleet captain saw an aggressive modernization of the fleet boats coupled with a campaign to bring the older boats to new Fleet 50 skippers. Nabeel, Fleet Captain before Jeff, was instrumental in growing the fleet and in launching and upgrading the Fleet 50 website (www.lightningclas.org/fleet50) now considered to be one of the best in the class, and a great vehicle for building the fleet.

Other significant facts about our fleet:

- We sail from the only sailing marina on the east coast that is located on National Park land (which helps keep our dues low)
- The fleet started in 1943
- The fleet tends to attract sociable skippers and crew looking more for an enjoyable time on the water than aggressive, hot competition
- We have a large local population to draw from, the greater Washington/Baltimore metropolitan area
- The Potomac race course by the airport is quite sheltered but offers challenges of its own, including shifty/gusty winds, strange currents, Hydrilla weeds, and occasional waterspouts trailing from the wings of landing aircraft



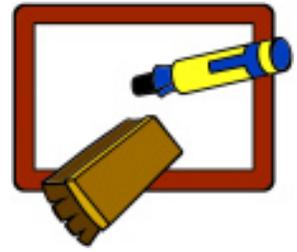
Fleet 60 annual banquet—2006



Coaches Corner

ATTACK THE ROLL TACK

By Allan Terhune



After my first season of coaching new racers at Navy, I started to pay more attention to all the things that “add up” to the difference between the front of the pack and the tail end. We had a team meeting at the end of the season, and I asked what they felt they needed to work on for the up coming season. The overwhelming response was boat handling. This seemed appropriate, but their ideas of this were sets, douses, gibing, mark roundings and acceleration. It dawned on me later in the meeting that not one mentioned tacking. Tacking seems like a pretty basic skill, and one that seems to get looked over. We tack in a race more than any other maneuver. I can remember hearing people say “If I was a boat length faster, I could have crossed that pack, or I was two boat lengths from winning the race.” Those boat lengths could all be made up by consistently having good tacks. We practiced this a lot before both the Worlds and ACCs this year. Greg Fisher took video so we could see how we were performing when we tacked. It was amazing to see the difference a little coaching and some concentration did to our tacks.

In the following photo sequence, Katie, Dave and I will go through a tack demonstrating the proper steps needed for the tack to succeed. Remember we are always shooting to tack in good pressure and flat water. We have all tacked in a wave once or twice wishing that we hadn’t when we came out and stopped.



Here we are beginning our tack. Katie, Dave and I are keeping the boat flat going into the tack and I am SLOWLY turning the boat into the breeze. I am also starting to trim the main in all the way to help turn the boat into the wind. This reduces the amount of rudder needed to turn the boat into the breeze.



Here the boat is starting to tack. All three of us are on the rail and the jib is starting to luff. The key is to get all three on the rail. I have seen many crews who do not get onto the rail to roll the boat. Get everyone in on it and you will get great results. I have started to turn the boat harder to get the boat through the breeze. Because of the way the lightning tracks through the water, the skipper will need a fair amount of rudder to turn the boat through this part of the tack. We are just about to do the hard roll to pull the boat around.



MAX ROLL! Here we are starting the roll. All three of us are rolling as hard as we can. The jib is backed to help pull the bow around. Since the jib is helping I need less rudder to turn the boat.



The boat here is at max rolling. All three of us are crossing the boat in unison. I have started to release the mainsheet in order to allow the boat to bear off. Katie has released the old sheet and is trimming the new sheet. Notice the water is on the deck and the skeg is out of the water.



Here we are flattening the boat. The main and jib are both eased for power to help the boat accelerate. The tiller is centered and all three of us are working to slowly flatten the boat. The flattening can be done too quickly. You do not want to slap the windward chine into the water as it will slow the boat down. A gradual flatten will give the boat the most acceleration.



Tack is completed and we are sailing along. The sails are trimmed in, and the boat is sailing at max speed again. Notice how quickly Dave got back to the middle of the boat and Katie onto the seat in order to prevent the boat from heeling to windward.

Tacking is one of the basic maneuvers we do all the time and having perfect tacks will pay big dividends on the race course. The next time you are down at the club or heading out to the races, practice your tacks, roll a little harder than normal, and see what the results are. You might surprise yourself. Happy Tacking!



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

14781 Allen. White hull, grey deck, adjustable jib cars, gal. trailer, North sails, covers, SS centerboard, excellent condition. \$11,500 Kirk Reynolds 315-685-5149 (w) 315-685-5149 (h) reyn685@yahoo.com (NY)

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

14524 Allen. White hull, gold lightning. 1992 North American Masters champion. Two sets of sails. Fresh water, stored on lift or trailer. Chautauqua Lake. \$7900 James Patterson 216-409-8264 (h) mbp3@po.cwru.edu (NY)

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

14308 Nickels. Located at Mission Bay Yacht Club. Light blue hull, white deck, newish mast. Race rigged in good condition with new sheets. Measured at NAs okay, 700#. Includes trailer, chine length cover, set of sails (m,j,s), and rudder cover. Dry sailed and well maintained. \$7500 Dale Bull 858-442-7600 (w) 858-964-4545 (h) db@ljshores.com (CA)

14065 Nickels. Fleet 5 champion in 2004. White hull, white deck, with trailer and one piece Fabricraft trailering boat cover. Well maintained in covered dry storage during winters. Lots of racing updates. 706 lbs. Jim Fairman 847-615-9529 (w) 847-615-9529 (h) mjfairman@earthlink.net (IL)

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

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

11603. Light blue hull, white deck. New ss centerboard, new boom, teak floor boards, mahogany trim, Helms built. Race rigged in good condition with Harken blocks, aluminum mast, some new halyards and sheets. Includes trailer, 2 sets of sails (m,j,s), rudder cover, recently upgraded spinnaker pole, tiller, and padded hiking straps. One set of North sails used in about 20 races. Dry sailed, and well maintained. \$3100. Joel Vann 760-533-7375 (w) 760-944-7375 (h) rungle@adelphia.net (CA)

11113 Lippincott. SS board, oval spars, Shore m&j, 2 spinnakers, Allen trailer, still fast but needs a little TLC. \$1800 Nancy Young 860-399-3620 (w) 203 245 9138 (h) nancyy@gowrie.com (CT)

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

10494 Lippincott. 2 jibs, 2 mains, 3 spinnakers, anchor, Sealion 1982 galvanized trailer. \$2,900 Jim Gill 215-368-9600 X 616 (w), 215-723-9662 (h) gilljig@comcast.net (PA)

10368 Mobjack. Sails, dry hull, trailer, new blocks and lines. \$2,000 Also, 7098 Woody. G. Penny 973-744-4724 gpenny@elisabethmorrow.org (NJ)

10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@biocconnex.com (NJ)

9904 Allen. Fiberglass hull, aluminum mast, newly refinished mahogany deck seats and dash, full length cover, solid but uninspected trailer, full suit of sails and rigging in good condition. \$2000 Craig Cassel 7175334301 (w) 7175334301 (h) cbcassel@msn.com (PA)

9614 Siddons & Sindle. Light blue fiberglass hull. Seats, centerboard cover and coamings are all teak. New spars and all rigging by Bryant Performance Spars in 2004. New custom cockpit cover, blue with Lightning logo and hull # for on mooring use in 2005. New Harken fittings, spinnaker pole, paddle, hand pump. Original sails in OK condition for day sailing. \$2,500. 2004 trailer may also be also available at additional cost. P. A. Simeone 860-536-9818 (w) 860-536-9818 (h) scrollpane@yahoo.com (CT)

9542 Lippincott. QUICK saleowner moving O/S. 2 sets of sails, boatcover plus TRAILER. \$1750 Christine Connal 203-252-8483. Ist to see will buy.cconnaldnunder@aol.com.au (CT)

9539 Fiberglass boat. 2 Shore Mains, 2 Shore Jibs, 1 Shore Kite, new spin pole, new spin sheets, new jib sheets, Stainless Steel CB, serviceable trailer. \$2000.00 Pete Jenney 603-264-3961 (w) 603-465-9622 (h) pjenney@taichigear.com (ME)

9287 Lippincott. Boat and trailer in great condition. Very stiff boat, foam core / fiberglass. Sailor's Tailor fitted boat cover. Always dry sailed, freshwater. Pictures on request. \$2200 obo. Brent Kendrick 303 401-1516 (w) 303 591-0511 (h) brentkend@yahoo.com (CO)

8637. Fiberglass hull w/ mahogany cockpit needs restoration. Wooden spars brand new rebuilt to class specs. Complete boat, heavy duty trailer, sails, rigging, life jackets. \$750 or free w/ donation to our Boy Scout troop. Ned Goodman 330-665-3552 (h) nblsgoodmn@adelphia.net (OH)

7216. Wood lightning sailed since 1955 on fresh water. Needs Maintenance type work for season. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. on yard cradle. Trailer and 3.5 hp motor available. \$2500 Bill Dever 518 374 8532 (h) deverwd@localnet.com (NY)

6380. Beautiful, wooden lightning, with protective fiberglass exterior finish. 3 sails, motor and trailer. \$1800 or best offer. Susan Tybur 630-687-0552 (w) 630-687-0552 (h) horselv2@yahoo.com (IL)

6315. Wooden lightning in good condition with beautiful wooden mast, boom, rudder. Two sets of sails; trailer in good condition. Melanie Ginter 203-776-3600 (h) melanie.ginter@unitedaluminum.com (CT)

6296. Well maintained classic wooden Lightning. Stored indoors, comes with trailer, two sets of sails and one spinnaker. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) kesterson1@verizon.net (NY)

6133. 1955 classic, woody hull and alum/stainless rig. Hull Blue, top white interior bright. Sails in good condition. Recent Hull repair and new canvas deck. New Hardware, brand new dry sail cover, aluminum trailer. Boat is in very good condition. \$3,500 Joe LaCroix 416-830-0294 joe.LaCroix@digitalworldcard.com (CAN)

Classified Advertising Policy for ILCA Flashes and website

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

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